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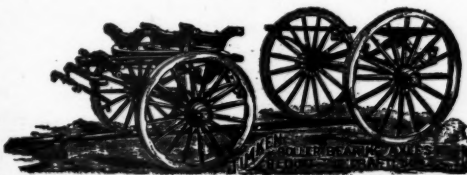
# THE TEAM OWNERS REVIEW

Official Organ: The National Team Owners' Association.  
American Association of Transfer Companies.



A Few Famous Members of the "Auburn Family."

Many More in Martinsburg,  
Some "83" Styles.



You should keep a ledger account  
with every wagon you own.

Why—you can then decide as to  
which make of wagon is earning  
you the most money, regardless  
of first cost.

**SELLE GEARS** have been demanded by the largest wagon users in the  
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**THE AKRON-SELLE CO., AKRON, OHIO.**

MAY, 1910.

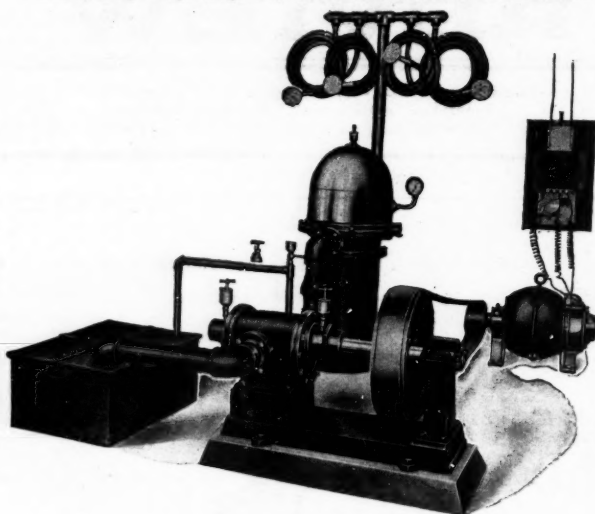
THE TEAM OWNERS REVIEW.

## TABER VACUUM HORSE GROOMING MACHINE

BUILT IN THREE SIZES.

Grooming Capacity 15, 30 or 60 Horses Per Hour.

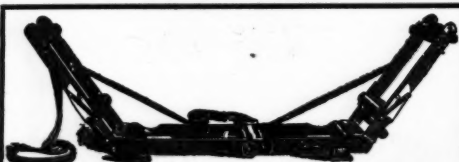
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AGENTS WANTED  
IN EVERY CITY.

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Do not be Deceived into buying  
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We make them with all latest improvements and  
can quote you interesting prices on a piano mover  
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Mover is made of selected hickory and is thor-  
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Adjustable to all kinds and sizes. Our mover avoids  
all danger of injury to the piano and saves two-  
thirds of the labor.



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and lined with canton  
flannel. Write to-day for  
free catalog.

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112 Edwards St.,

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"BE GOOD"

TO YOUR HORSES

USE FRAZER'S AXLE GREASE  
AND MAKE IT EASY FOR THEM.



Recognized as the STANDARD Axle Grease  
of the United States.

Many Thousand Tubs of this Grease are sold weekly  
to the Truckmen of New York City, their Trucks are  
loaded heavy and a saving of both time and money  
is made, one greasing lasting two weeks or longer.  
Ask your dealer for FRAZER'S with label on. It saves  
your horse labor and you too.

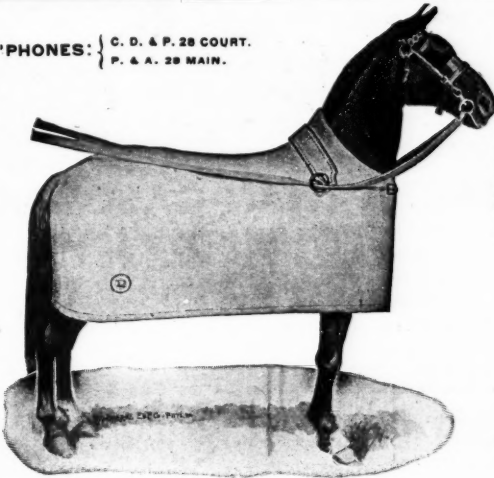
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142 MICHIGAN STREET, CHICAGO.

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Manufacturers of the  
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**HORSE  
AND  
WAGON  
COVERS.**

FOR SALE BY ALL LEADING SADDLERS  
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**Pittsburg Waterproof Co.**

435 Liberty Street, PITTSBURG, PA.

**THE "GIBSON" CRUSHER**

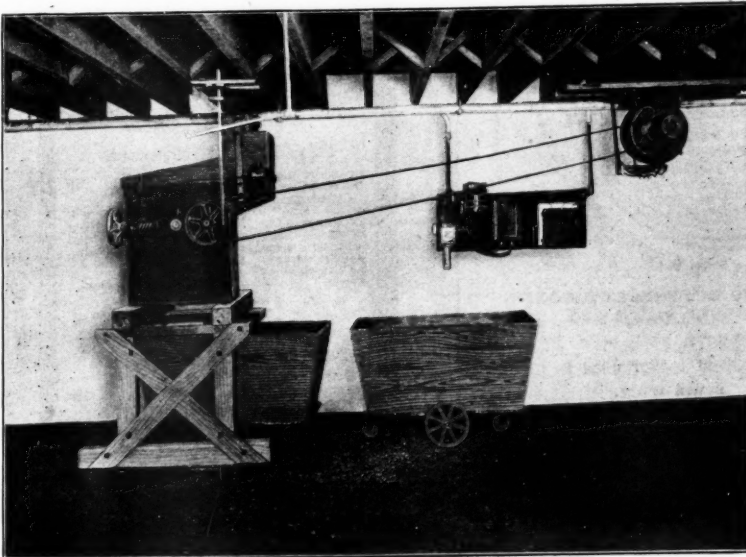
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HUNDREDS IN USE ALL OVER THE UNITED STATES.



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ILL.

ORIGINATORS  
OF THE CRUSH  
ED OATSHORSE  
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## IS HORSEFLESH CHEAPER THAN GASOLINE?

Motor Vehicle Manufacturers recognized early in the game that the greatest obstacle they had to overcome to sell successful cars was friction—

They realized it was folly to have a high powered efficient engine developing power under the hood that would be used up, overcoming friction in other parts of the machine, so they got busy in the right direction and replaced old fashioned friction gearings wherever they could with

### TIMKEN ROLLER BEARINGS

until to-day—say ninety odd (90) per cent. of all the makers of high grade American Automobiles are using **TIMKEN ROLLER BEARINGS** in part or throughout, in their cars. And yet, strange to say, some Team Owners are still using wagons equipped with the old time friction bearing axles.

Are you one of those that believes horseflesh is cheaper than gasoline?

If you do, write us for "Facts."

**THE TIMKEN ROLLER BEARING COMPANY, Canton, Ohio.**

BRANCHES: 10 E. Thirty-first Street, New York.  
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SOLD BY HARNESS DEALERS 3 OZ. BOX,  
10 CENTS. 5 POUND PAIL, \$1.00

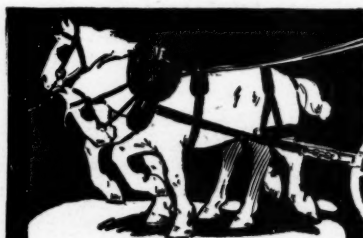
"Please ship us a five-pound pail of U. S. Metal Polish Paste. It is the best I ever used in all my experiences.

Yours truly,

W. T. McFALL,

Prop. The Eureka Hotel, Abbeville, S.C.

An Advertisement in the TEAM OWNERS  
REVIEW brings results.



### Cured Six Ringbones

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Dr. B. J. Kendall Co., Enosburg Falls, Vt.  
Gentlemen:—Please send me your book called "Treatise on the Horse." I have used your Spavin Cure for years. At present I am doctoring a horse that has a Ringbone. This will make the sixth one we have cured with your medicine. It has given the best of satisfaction in all cases.

Yours truly, Frank Meyer.

## Kendall's Spavin Cure

for 40 years has led the medical world in the treatment of Spavin, Ringbone, Curb, Splint, Swellings, Sprains and Lameness of all kinds. It is the one remedy that thousands of experienced horsemen have come to depend upon absolutely. Never causes blisters, scars or white hair spots. As good for man as for the horse. Keep it on hand for emergencies. \$1 a bottle, \$5 for 25. Buy of your druggist, and ask for "A Treatise on the Horse"—a valuable free book, or address  
Dr. B. J. Kendall Co., Enosburg Falls, Vt.

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Agents For All Railroads Terminating at East St. Louis and St. Louis.

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BAGGAGE CHECKED FROM RESIDENCES AND HOTELS,  
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General Offices: 400 SOUTH BROADWAY.

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#### ATLANTIC CITY

Virginia Avenue and the Beach

The Hotel Ponce de Leon is newly furnished throughout with rare taste, and possesses all modern requisites for convenience and comfort of guests.

Hot and Cold Sea Water Baths  
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A Booklet will be gladly furnished on application.

Rates running from \$12.50 to \$30.00 per week, according to location of the rooms.

Official Hotel American Motor League and the International Automobile League.

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For further information address

ALFRED B. GRINDROD

Proprietor and Manager, Atlantic City, N. J.

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### Graphite Axle Grease Won't Run

That's one of the big advantages of using Dixon's Axle Grease in hot, summer weather, it won't run all over the hub and wheel and collect dirt.

Write for free sample 176-Ge.

JOSEPH DIXON CRUCIBLE CO.  
Jersey City, N. J.

## THE COMMERCIAL VEHICLE

Published Monthly.

1402 Broadway, New York.

Team owners and livery men throughout the country are seeking exact information about motor driven vehicles. This can be found in the pages of "The Commercial Vehicle" which are devoted exclusively to commercial motor vehicles. The subscription price is Two Dollars a year. A sample copy will be mailed to any address on receipt of request.

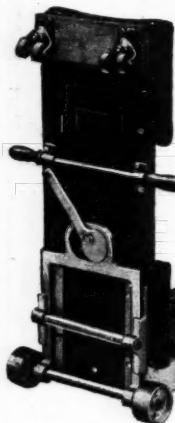
AN ADVERTISEMENT IN THE TEAM OWNERS REVIEW BRINGS RESULTS

# The Sleight Eccentric Piano Truck

Prevents Injury to the Piano and Reduces the Labor of Moving.

**"IT IS THE BEST TRUCK MADE"**

That is not our statement ; it is the statement of every one who has used the truck.



The first truck was made by the inventor for his own use to meet his own requirements ; he was then asked to make one for a local transfer company.

**TO-DAY WE REFER YOU TO ANY TRANSFER COMPANY  
OR PIANO HOUSE IN INDIANAPOLIS.**

A truck that is used by 95 per cent. of the possible users in Indianapolis, in every case giving the utmost satisfaction, is the truck that will give YOU satisfaction.

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IS WORTH  
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AND THEN SOME.

# THE TEAM OWNERS REVIEW.

A Monthly Journal published in the interest of The Team Owners of the United States and Canada.

ENTERED AS SECOND CLASS MATTER IN THE PITTSBURG POST OFFICE.

Vol. IX.

PITTSBURG, PA., MAY 1910.

No. 5.

## HUPP TEVIS'S BUSINESS TRIP

The following communication to THE TEAM OWNERS REVIEW from Hupp Tevis, the president of the National Team Owners Association, will be found of paramount interest to every team owner, who reads this paper. Mr. Tevis, in his official capacity, for about a month traveled through the country visiting the different local associations affiliated with the National body and also some cities where associations existed or were about to be formed, but have not yet become connected with the parent organization. Mr. Tevis's trip has been eminently successful, and there cannot be any question that his efforts will be of the utmost importance to the National Association and to the general teaming interests throughout the country.

"It is with pleasure that I hereby report to you and through you, to the many readers of your valuable paper, a brief review of my trip commencing March 14th last, and covering a period of three weeks, having visited the following cities during that period:

"Cincinnati, Ohio, Tuesday, March the 15th, where I found everybody busy with their private business and their committees busy perfecting their arrangements for the next Annual Convention, which is to be held in Cincinnati, at the Sinton Hotel, commencing Monday, June the 20th, 1910, at 10 A. M., of which all associations have been legally notified, and are earnestly requested to send not only the legal number of delegates and alternates, but a large representation of their members, accompanied by their wives and daughters. I was requested to extend the invitation to every association that I had the privilege of meeting on my trip, and I believe I did not fail to carry out my instructions.

On March 16th I visited the great manufacturing city of Dayton, Ohio, and there met a number of team owners, whom I believe became sufficiently interested as to, at no far distant date, make known their desire to become affiliated with the National Association.

"Columbus, Ohio, was visited on the 17th of March, and I found an earnest desire on the part

of some of the team owners of that busy city to become members of the National Team Owners Association, and beyond a doubt, their charter will be issued in time for them to elect their delegates and participate in the next Annual Convention, which meets June 20th in Cincinnati.

"Buffalo, N. Y. being reached on the 18th, found everything on wheels busy, and even as busy as the team owners actually were they had ample time to devote to me and treated me royally as their guest, tendering a banquet at one of their hotels, at which were represented members of both the Buffalo Trucking Association and the Queen City Association, at which meeting great confidence was expressed for the future prosperity of the team owners.

"The next place reached was Rochester, N. Y., on March the 19th. There I found Mr. Roth and his associates busily engaged in their between-season-work of putting their sleighs into summer quarters, that had served them so well during the severe winter months, in the handling of their carting business.

"Proceeding from Rochester to Albany, I was met most cordially by a committee that had been appointed by Mr. Lester Parker, president of the Albany Team Owners Association, to meet me on my arrival and take care of me during my stay while in that city, and on Monday evening, March 21st, a specially called meeting was held in a large hall in that city, where I had the pleasure of being introduced to a large number of Albany team owners.

"From Albany, I passed on to Springfield, Mass., and upon alighting from the train, was greeted with a pleasant smile from our worthy friend and team owner, Mr. E. W. Oatley, of that city, who took me in charge and introduced me to the various team owners of Springfield, and showed me all attention and entertainment that could be desired during my visit in that city, and also accompanied me to Holyoke, my next stopping place, March 23rd, where I met a large number of the members of the Holyoke Team Owners Association at a specially called meeting,

and had the privilege of being introduced to them and enjoying their most cordial hospitality.

"From there, I proceeded on to Boston where I was pleased to meet so many of our old members of the National Association and be entertained as their guest at the Revere House, Thursday evening, March 24th.

"My next stop was at Hartford, Conn. Mr. Oatley, together with a number of team owners from Holyoke and Springfield, met me at the train at Springfield, and accompanied me to Hartford. Upon arriving at Hartford, March 25th, I was met by our National Vice President, Mr. Goldberg, of New York City, and entertained at a banquet at the Garde Hotel, tendered by the team owners of Hartford, headed by that most cordial host, Major Bill, of the Bill Bros. Transfer and Storage Company, an affair that would remind you of one of our National gatherings, because it seemed that every detail had been arranged, and we had with us as guests, not only team owners from Holyoke and Springfield, but also from New Haven, New Britain, and New London, and on that occasion, the preliminary work was done, leading to the organization of a local association, that will also become one of the bright constellations of the great National.

"Our next visit was to New Haven, Conn., March 26th, where no local association existed, but where one seemed to be desired, and it took but a very short time to gain the consent of those gathered at that meeting to at once take steps toward organizing a local with the object of immediately joining the National. Our treatment was the most cordial and our entertainment the most liberal, presided over by the junior member of the Smedley Company. At this meeting was a representative from Bridgeport, who went away with the express determination of putting into motion the effort to organize a local association at Bridgeport, Conn., which association will be organized with the express purpose of also affiliating with the National.

"From New Haven, I proceeded on my way to the great city of New York, where it was my privilege to be entertained at a banquet Monday evening, March 28th, at the Brevoort Hotel, under the auspices of the New York Team Owners Association. New York acquitted herself as she always does on similar occasions.

"I next visited the Mercer County Team Owners Association at Trenton, N. J., March 29th, which association has a large membership and is composed of an active and enthusiastic lot of men. They too exemplified their most cordial spirit in their entertainment and treatment during my visit to their city.

"On March the 30th it was my pleasure to be the guest of the great team owners association of the City of Brotherly Love (Philadelphia), and

surely a semblance of the ancient type of the Brotherly Love still exists, if we take into consideration the generous and whole-souled hospitality of the members of this association, in their treatment of guests. Philadelphia says, 'Spread the news broadcast that we will be at the next National Convention, as we have been to all preceding conventions, leading the list.' And this optimistic spirit can certainly be commended by all.

"My next and last visit was at Pittsburgh, March 31st, where a large local association is doing active work, and where I was much pleased to become acquainted with a number of influential citizens engaged in the teaming business in various lines. A banquet was held at the Duquesne Hotel, at which all who participated seemed to be in the full enjoyment of the occasion, and gave expression to the most hopeful future for the work of their association.

"From Pittsburgh, I turned my face towards the setting sun, homeward bound, fully satisfied with what I believe will be agreed as lasting results, from this most enjoyable, extended trip through so much of our eastern country. Time forbids my making special mention of those who so earnestly assisted me in my effort to become acquainted with so large a number of team owners in so short a period, and if future developments prove my assertion, that great good has been done, then we can as a National organization have some facts to base our calculations, as to what proportions may be reached in our future efforts, if such efforts are carried out along proper lines. In closing this article, I desire to tender to those who so cordially greeted and royally treated me during my trip, my heartfelt thanks.

"Very truly,

"HUPP TEVIS."

#### TO HELP THE HORSE

An ordinance is to be presented to councils of the city of Pittsburgh providing additional street car rails on certain streets, which are to be used only, however, by vehicles other than street cars. These tracks will be placed upon streets which have heavy grades, and it is expected that by using these rails teams will find it much easier to make the ascent.

With the exception of the case of dragging the toe, ailments are due to the unbalanced foot of the horse. The relief lies in the proper mechanical treatment of the foot, and the attendant correct method of shoeing.

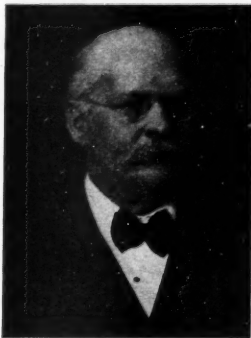


## OFFICIAL NEWS

### THE NATIONAL TREASURER SPEAKS.

Another year has nearly passed. I notice in the last issue of your valuable paper that the president of the National Team Owners Association has issued the call for the seventh annual meeting of the Association. At this meeting every Local Association should send delegates. If we are to become the strongest organization and have our influence felt in city, state and national legislative bodies we must present a solid front. Every man in the teaming business must assist, both by his influence and financial aid. Many are apt to say: What good can I do? I have only a few teams. The country is growing, why shouldn't you?

Do not lag. Do not be a drone. Come to the



R. G. MARTIN.

convention and meet many good, substantial men that are in the same business as you are, coming from all over the country. To be sure, in the conventions you will hear some warm arguments; there are many good debaters among the members. They learn by being team owners, as they oftentimes have to defend themselves against all classes. Then again, you will learn what others have to contend with, which will make you feel yours is an easy lot. Your troubles are much less than those in other parts of the country. There are many readers of THE REVIEW who do not belong to a Local Association. Get busy at once. Surely it will not be hard to get five men to agree to organize. Stick together and assist each other in every way possible. Don't distrust your neighbor, although you may in the past have had reason to do so; in the future talk over matters. When you are busy ask him to assist you; others will see you progress and will soon ask to

join you. In this way you will build up a strong organization. Then you can go to the railroads and city officials and ask for better facilities and better streets, that you may do your business cheaper and better. There are a lot of good business men in Cincinnati that are in the teaming business. They are good fellows, and you will meet others who will be glad to meet you from the Atlantic to the Pacific.

In conclusion I wish to urge all associations which have not paid their tax to do so at once. It has not been the pleasure of your treasurer to be able to attend the Board of Directors' meeting or to be in the convention when called to order on account of his time being taken up with delinquents. Let our books be closed June 1, 1910, with all tax paid in full, that a full report of the treasurer can be made when called for by the president.

R. G. MARTIN, National Treasurer.

### OBJECTIONABLE REGULATIONS

Thomas F. Ashford, Jr., president; Jacob Minsinger, vice president, and John O'Neil and Matthew Irwin, directors of the Pittsburgh Team Owners Association have brought a suit in equity against the mayor and the director of the department of Public Safety of that city to test their right to enforce the recently inaugurated traffic regulations, which compel the team owners of the city of Pittsburgh to travel certain streets in one direction only.

### LIMITATION DOES NOT GO

According to an opinion handed down by Judge J. A. McIlvaine, of Washington, Pa., the \$50 limitation of the American Express Company on goods destroyed while in the company's care is against public policy. The opinion was rendered in the case of Mrs. Mabel Howard against the American Express Company to recover on goods of the plaintiff, which were destroyed by fire while in the hands of the company.

The goods, which had been stored in Pittsburgh, had been shipped to Youngstown, where they were burned while in the express company's warehouse. At the trial the company held that its liability was limited to \$50 by reason of the conditions attached to the receipt given the plaintiff by the company's agent. The court held that the company was guilty of negligence, and that the receipt given the plaintiff does not limit the plaintiff's right to recover above \$50. Judgment was entered in favor of the plaintiff in the sum of \$387, as fixed by the jury which heard the case.

Among The Associations
------------------------

**The Pittsburgh Banquet.**

The Pittsburgh Team Owners Association on April 6 held its eighth annual banquet, which event was in many respects the most notable affair of its kind that organization has ever had.

To begin with the Pittsburgh organization has never before been in so flourishing a state as at present; it has 162 members, and the celebration of this prosperous condition was one of the features of the evening.

However, the presence of the National president, Mr. Hupp Tevis, as the honor guest at this banquet, undoubtedly formed another interesting feature. Mr. Tevis had come to the Iron City



J. F. KEENAN.

the week before the banquet to visit local team owners, but he found them all so busy that he was prevailed upon to return, which he did, and it cannot be considered an assumption on the writer's part when stating that Mr. Tevis's return trip was well worth the trouble. It gave him an opportunity to address as large a crowd of local team owners as were ever assembled in this city in one room, and by placing before them the benefits and advantages of the National Association, Mr. Tevis no doubt made a very strong impression upon his audience, which cannot fail to bring good results.

Preparations for the banquet had been placed into the hands of a committee consisting of R. R.

Woodburn, J. J. Blanck, Thomas Walters, Matthew Irwin and John F. Flood, who certainly deserve credit for their work. They had selected the Hotel Duquesne for holding the banquet, and "Mine Host" Douglas provided excellent room and a delicious bill of fare.

As no Pittsburgh Team Owners Banquet would be complete without J. F. Keenan acting as toastmaster, that gentleman was as usual on the job, and after coffee and cigars had been served Mr. Keenan introduced Thomas F. Ashford, Jr., president of the Local Association, as the first speaker of the evening. Mr. Ashford gave a very interesting account of the history and early struggles of the association and spoke of its achievements in the interest of the team owners. He closed his remarks by urging continued energy and effort for a successful organization.

He was followed by Mr. Tevis. The National president obtained the attention of the audience from the outset by his convincing arguments and telling points. He spoke of the National body, its birth in St. Louis, its growth, its development. He spoke of the good the National organization has done in bringing team owners together from one part of this country to another. He spoke of the conventions and their benefits. He spoke of the plans the association has now on foot for the consummation of projects, that will redound to the benefit of team owners everywhere and he finally invited the Pittsburgh team owners to join them as being almost alone among the larger cities in the United States where a team owners association is in existence which is not affiliated with the National body.

Mr. Keenan next introduced James W. Wardrop, one of Pittsburgh's most popular after dinner speakers, who chose as the subject of his address, "Organization and Its Benefits."

A. M. Lee, the attorney of the association, then had the delightful task allotted to him of making a presentation speech and accompanying the same by handing to John O'Neil, the retiring treasurer of the organization, a pair of diamond cuff buttons as a token of esteem from his fellow members.

By this time it was already past midnight and many of the out-of-town guests, who had to catch trains, were leaving while E. H. Heinrichs made the last speech of the evening with a few remarks supplementing what had already been much better said by Mr. Tevis, referring to the advantages and benefits of the National Association.

Everybody at the banquet was delighted with its success, and many complimentary remarks were made upon Mr. Ashford, the president, and the banquet committee.

The music for the occasion was furnished by the Imperial Quartette.

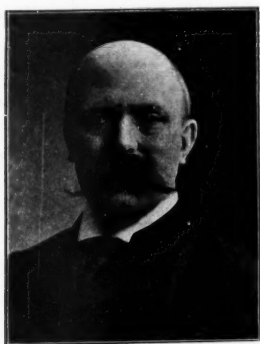
Mr. Tevis stayed over until the next day and

was the guest of Mr. Ashford at luncheon. He left for St. Louis on the evening train.

It is only fair to say that Mr. Tevis made a very fine impression upon the Pittsburgh team owners, all of whom appreciated the earnestness of his manner and the sincere, convincing tone of his message from the National Association.

#### **Orr's Anniversary.**

On the evening of April 11th last a very large number of New York team owners gathered at the Hotel Brevoort in that city for an event, which so far has been unique in the history of the American teaming trade. This event was the celebration of the connection of Mr. Thomas Orr for 25 years with the New York Team Owners Association. This banquet was tendered to Mr. Orr by his fellow members in the association as



THOMAS ORR.

an expression of their appreciation for the services which he has rendered during that time to the teaming interests of the metropolis.

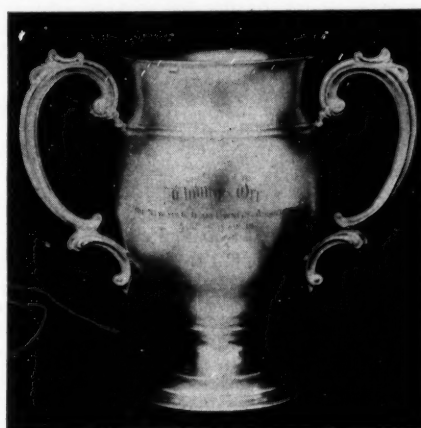
Mr. Orr was one of the organizers of the New York Association in 1886, and he was elected its first president. During his term in office many ordinances objectionable to the teaming interests were defeated through his untiring efforts, perseverance and vigilance. Mr. Orr was also the first team owner in New York City to make a determined stand against unreasonable demands of organized labor, and he has ever been ready to give his assistance and influence when others were face to face with the labor situation. Mr. Orr is one of the highest type of what the American team owner should be. He is courageous; he has always been fair in his dealings with his competitors; indeed, when he found others in trouble he often made their fights and troubles his own, never stopping or hesitating for a moment to think how his interference might affect his own personal interests.

On the occasion of this banquet many complimentary speeches and eulogies were passed towards Mr. Orr, and it is safe to say that he never was more embarrassed in his life than on this particular evening.

The affair had been placed into the charge of a committee consisting of Messrs. Wilks, Gallagher, Canfield and Tyner.

At this banquet the New York Team Owners Association also presented Mr. Orr with a handsome silver loving cup, of which the illustration below is a faithful reproduction, as a token of appreciation and esteem from his friends and fellow-members of the association.

Mr. Orr's son is now president of the New York Association.



THE LOVING CUP.

#### **Resolutions for Goldberg.**

At the last meeting of the New York Team Owners Association the following resolutions were presented to Isaac Goldberg, the retiring president:

Whereas, for three years Mr. Isaac Goldberg has been the president of the New York Team Owners Association, as its presiding officer he has been at all times fair and impartial, and his administration has been distinguished by improved conditions in the teaming industry due to his untiring efforts, it is therefore

Resolved, that the New York Team Owners Association hereby confirms the high regard with which Mr. Isaac Goldberg is held in the affections of the members; records its appreciation for the excellent work performed by him in his endeavor to improve the teaming business and to promote the welfare of the members; and expresses the hope that the association in the future, as in the past, may long continue to enjoy the benefit of his genial personality and wise counsel.

## THE TEAM OWNERS REVIEW.

*New Officers Elected.*

THE TEAM OWNERS REVIEW is in receipt of a very interesting letter from W. J. Colohan, who has just retired from the office of secretary with the Chicago Commission Team Owners Association. Mr. Colohan kindly makes the occasion an opportunity of sending a report of the last annual meeting of the association, which resulted in the election of the following officers for the ensuing year: Adolph Chard, president; J. W. Birkenfield, first vice president; John Frank, second vice president; A. E. Abbs, secretary and treasurer. At the same meeting the following delegates to the National Convention were also elected: E. Weinsheimer, Frank Spahn, W. J. Colohan, John Frank, A. E. Abbs and A. Chard.

The question of raising the cartage rate was fully discussed by the meeting, this being a matter that has compelled the attention of the members for a long time in view of the increased cost of operation, which all team owners have to be content with. This matter was finally referred to Mr. Chard, the newly elected president, with full power to act.

*New York. N. Y.*

The New York Team Owners Association has been successful in having the agricultural laws of the State of New York amended so as to include glanders and farcy. Heretofore they only covered tuberculosis. The State is now paying to the owners of horses that may be afflicted with glanders and destroyed by order of the Board of Health, the maximum sum of \$120. To obtain this was a hard fight, but required organization to bring it about. It is safe to say that no one individual could succeed in having compensation paid to owners of horses, no matter how large were his holdings of live stock. If the team owners were more thoroughly organized, there would be a vast change in the conditions that we labor under at present.

On March 21st, we had the pleasure of welcoming the president of the National Team Owners Association, Mr. Hupp Tevis of St. Louis. While we did not turn out in large numbers, the gathering was pleasing to Mr. Tevis, who gave us an account of his trip around the circuit.

The fourth annual Work Horse Parade of New York will be held on Monday, May 30th. We look forward to having a very successful parade as there will be a large number of prizes for those who have given good care and kind treatment to the horses in their charge.

Through the efforts of Mr. T. F. McCarthy, a free clinic for animals was opened at No. 325 Lafayette street, where there are two veterinarians in attendance daily. Mr. McCarthy has labored for this for three years and endeavored to point

out to the Humane Society in this city, but they could not see their way clear to establish a dispensary for this character without a large sum of money at their disposal. Mr. McCarthy was aided by Mrs. James Speyer and Mrs. Gordon Knox Bell, who set about to raise funds for this project and his efforts were finally rewarded this winter when the Woman's Auxiliary to the A. S. P. C. A. requested him to select a place to establish this clinic.

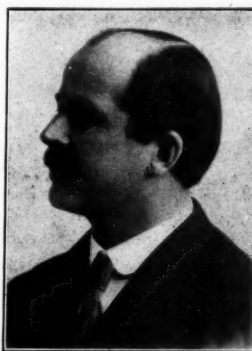
While the dispensary has been in operation barely three months, over one thousand animals have been treated and its work is increasing daily. The good results have been that many young boys and girls have taken it upon themselves to care for unwanted and homeless animals, providing they can at no expense to themselves go to some one where they can receive advice, medicine and treatment free.

New York is the only place in this country where an institution of this kind is maintained.

THOS. F. MCCARTHY.

*Chard Re-elected.*

The regular monthly meeting of the Chicago Commission Team Owners Association was held on the evening of April 9th at the Briggs House. There was a large and enthusiastic attendance especially in view of the fact that the election of



ADOLPH CHARD,

*President Chicago Team Owners Association.*

officers was to take place. This resulted for president Adolph Chard, who already served the association in the same capacity on a previous occasion. The vote for president was unanimous and although Mr. Chard accepted the position very reluctantly he was prevailed upon to do so. Mr. Abbs, the former president, was elected secretary.

It was also learned that the drivers of the commission team owners have asked for an increase of 75 cents in their weekly wages, which was granted them and another demand for no Sunday work was also agreed to. The organization is



in a very flourishing condition and the members express themselves as being all very busy.

At the last meeting of the association delegates to the National Convention at Cincinnati were elected and many of them expect to go as guests.

#### *Hupp Tevis in New York.*

We had the pleasure of entertaining Mr. Hupp Tevis, our National president, in this city on Monday, March 28, and in his honor we arranged a banquet at the Brevoort Hotel. He was received there with open arms, so to speak, by a very large gathering of local team owners. During the evening addresses were made by Mr. Tevis, Mr. Goldberg, Mr. Wilks, Mr. Conboy, I. M. Goldberg and Mr. McCarthy. The affair proved a very enjoyable one to everybody present, and all were sorry that our guest had to leave us so soon and was not able to remain with us longer on account of his engagements in other cities.

I. G.

#### SMOOTH PAVING DANGEROUS

THE TEAM OWNERS REVIEW is pleased to acknowledge the receipt of a copy of the 42nd annual report of the Pennsylvania Society for the Prevention of Cruelty to Animals. The booklet contains a mass of interesting statistics and facts pertaining to the work which the society has performed in Philadelphia, Pa. Among other statements the following should be of particular interest to the team owners in Philadelphia in view of the fact that the laying of wooden blocks was authorized by the councils of that city:

"Our Society is on record as being strongly opposed to all smooth surface street paving, which is more or less treacherous to horses.

"Several reports have been received by our Society of horses slipping and falling on Market street, which has recently been paved with wooden blocks.

"After three years' experience with similar paving in New York City, various mercantile associations, representing a large number of business concerns in that city, protested against the further use of wooden blocks in streets of heavy traffic. As a matter of fact, neither asphalt nor wood should be laid in business thoroughfares."

Twenty per cent. of the colts are foaled with some sort of malformation that they carry through life, unless relieved by recourse to mechanical treatment.

#### A NEW ROAD MATERIAL

Ferro cement roads are being experimented with in France. The substance is made of cement mixed with straw. To make a slab or block of ferro cement a mass of iron straw is placed in the mold, and there is poured over it cement sufficiently fluid to penetrate into all the interstices of the iron and completely cover it. When the whole has set, the core of iron thus intimately incorporated gives to the block a great resistance to breakage and to traction, at the same time furnishing elasticity to compression which enables it to stand superficial shocks. A brick of ferro cement one and three-fourths inches thick has supported during crushing tests a pressure of about sixty-five tons to the square inch. In breaking tests the resistance was quadruple that of ordinary cement. Resistance to wear was no less remarkable.—Carriage Dealers' Journal.

#### EXIT THE AD WAGON

It is stated that the days of the advertising wagon, in New York City at any rate, are numbered. Mayor Gaynor of New York City does not approve of them and has delivered an ultimatum against them. In the opinion of the mayor, advertising wagons increase the congestion of street traffic, and incidentally, His Worship says that "there are other better forms of advertising."—Carriage Dealers' Journal.

#### A CENTURY OLD VEHICLE

R. J. Davis, of 1,050 Greenwich street, Reading, Pa., is the owner of a carriage close to 100 years old, says Harness. This vehicle is still in active use, although five sets of tires have been worn out during the usage to date by only one of its three owners. No other repairs have been necessary. The carriage has figured in several runaways, but escaped destruction.

The carriage was the property of his grandfather, Andrew Davis, and was built in Philadelphia by Fulton & Walker. It was specially built for Mr. Davis, who was a portly man, weighing over 300 pounds. It cost \$350.

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### TRAFFIC REGULATIONS

Since in most of our large cities the subject of traffic congestion is becoming more important from day to day, accounted for by the natural growth of population, by the ever increasing number of vehicles, especially since the automobiles, motor trucks and street cars have made their appearance, it is well for the teaming interests to keep a close watch on any proposed regulation of the traffic, and see that their own interests are properly guarded. The team owners in all large cities represent a very formidable part as tax payers and property holders, and in most cases they pay also a vehicle license, which should entitle them to the first consideration wherever the authorities contemplate traffic regulations.

Municipalities possess the power to enact and enforce these regulations, since they are for the safety, welfare and convenience of all who use the public thoroughfares. Many of the regulations are merely declaratory of the ordinary rules of the road. As an example of a very good system of regulating traffic, the regulations of New York City, which are as follows, may prove interesting:

All drivers of vehicles are required to comply with these rules in order to facilitate traffic, prevent blockades, avoid accidents and loss of life, and diminish the loss of time and money due to the lack of observance of rules for the regulation of street traffic.

A vehicle meeting another shall pass to the right.

A vehicle overtaking another shall pass on the left side of the overtaken vehicle and not pull over to the right until entirely clear of it.

A vehicle turning into another street to the right shall turn the corner as near the right-hand curb as practicable.

A vehicle turning into another street to the left shall turn around the center of intersection of the two streets.

A vehicle crossing from one side of the street to the other shall make a full 180° turn.

No vehicle shall stop with its left side to the curb except on established cab, hack and truck stands, and in streets where and when one-way traffic is directed by white arrow signs.

No vehicle except in an emergency or to allow another vehicle or pedestrian to cross its path, shall stop in any public street or highway, except

near the right-hand curb thereof and so as not to obstruct a crossing.

In slowing up or stopping, a signal shall be given to those behind by raising the whip or hand vertically.

In turning, while in motion, or in starting to turn from a standstill, a signal shall be given by raising the whip or hand, indicating with it the direction in which the turn is to be made.

Before backing ample warning shall be given, and while backing unceasing vigilance must be exercised not to injure those behind.

No vehicle shall be used on any street or highway unless provided with lights and sound signals as prescribed by law.

Police, fire department, fire patrol, traffic emergency repair, U. S. mail vehicles and ambulances shall have the right of way in any street and through any procession.

Subject to Section I of this article, everything being equal, all vehicles and street cars going in a northerly or southerly direction shall have the right of way over all vehicles and street cars going in an easterly or westerly direction.

Subject to Section I of this article, street cars shall have the right of way between cross streets, over all other vehicles; and the driver of any vehicle, proceeding upon the track in front of a street car, shall immediately turn out upon signal by the motorman, driver or conductor of the car.

No vehicle or street car shall so occupy any street as to interfere with or interrupt the passage of other street cars or vehicles.

A vehicle waiting at the curb shall promptly give place to a vehicle about to take on or let off passengers.

The driver of a vehicle, on the approach of a fire engine or any other fire apparatus, shall immediately draw up said vehicle as near as practicable to the right-hand curb and parallel thereto and bring it to a standstill.

The driver of a street car shall immediately stop said car and keep it stationary upon the approach of a fire engine or other fire apparatus.

No vehicle shall proceed at any time at a greater speed than the law allows and is safe and proper under the conditions then obtaining.

No vehicle shall cross any street or avenue running north and south or make any turn at a speed exceeding one-half its legal speed limit.

A driver of a vehicle overtaking a street car shall exercise due caution not to interfere with or injure passengers getting on or off said car.

No one shall drive a vehicle that is so covered

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in or constructed as to prevent the driver thereof from having a sufficient view of the traffic following and at the sides of such vehicle.

No one shall drive or conduct any vehicle in such condition, so constructed or so loaded as to be likely to cause delay in traffic or accident or injury to man, beast or property.

No one shall so load a vehicle, or drive a vehicle so loaded, with iron or other material that may strike together without its being properly "deafened" so as to cause no unnecessary noise.

No one shall ride upon the rear end of any vehicle without the consent of the driver, and when so riding no part of the person's body shall protrude beyond the limits of the vehicle.

The roadbeds or highways and streets are primarily intended for vehicles, but pedestrians have the right to cross them in safety, and drivers of vehicles and street cars must exercise all possible care not to injure pedestrians. Pedestrians should, on their part never step from the sidewalk to the roadbed without first looking to see what is approaching, and should not, needlessly, interfere with the passage of vehicles or street cars.

By crossing a street as nearly as possible at right angles, preferably at a regular crossing, and when a traffic policeman is stationed there, by waiting for his signal, pedestrians will greatly add to their own safety, facilitate the movement of traffic, and make it much less difficult for the horses, which often have to be reined in suddenly and painfully to avoid careless and unthinking pedestrians. Nothing in the foregoing should excuse drivers from constant vigilance to avoid injury to pedestrians under all conditions.

The word vehicle includes equestrians, led horses and everything on wheels or runners except street cars and baby carriages.

The word driver includes the rider and driver of a horse, the rider of wheels and the operator of a motor vehicle or street car.

Drivers of vehicles and street cars must at all times comply with any direction by voice or hand of any member of the police force, as to stopping, starting, approaching or departing from any place; the manner of taking up or setting down passengers or loading goods in any place.

Ignorance of these rules shall furnish no excuse for disregarding them.

#### FOR SALE.

Good paying teaming and carting business. Good chance for man with a little money. Owner going into another business.

SNEATH CARTING CO.  
Bradford, Pa.

#### TRAFFIC REGULATIONS IN ST. LOUIS.

Traffic regulation appears to be the latest fad of the authorities in the large cities with which the team owner is to be burdened.

Team owners associations will do well to be vigilant and stand together in having their rights protected. While the team owners association in Pittsburgh, Pa., will be compelled to ask the courts to have the traffic regulations inaugurated recently in that city, modified, we now hear from St. Louis, that a similar movement is contemplated there. In reference to the latter, a St. Louis paper prints the following:

That the traffic bill which Mayor Kreismann has signed shows on its face that it was framed by street car and automobile interests and that the body but joy riders and street car crews, is the ordinance is so phrased that it can benefit no assertion of Hupp Tevis, president of the National Team Owners Association.

Tevis characterizes some parts of the measure as outrageous, others as ridiculous. He says that it strengthens the hold of the United Railways Co. by giving it an absolute right to the sole use of the middle of the streets.

Four-horse teams, Tevis asserts, practically are prohibited by the measure, and haulers of certain kinds of traffic will have to apply to the Street Commissioner for a permit every time they take out a load.

Tevis headed a committee of team owners that called on Mayor Kreismann Tuesday before the bill was signed. He says the committee pointed out that the bill appeared to be a street car measure, and that the Mayor showed only indignation and resentment.

"Other cities have traffic regulations for congested districts, but this measure covers the entire city," says Tevis. "In the winter it would compel us to hang to the curb and dig a way through the snow drifts created by the street-car sweepers, which it will be impossible to do.

"One section of the bill says that 'drivers of motor vehicles when approaching a crossing or rounding a curve shall sound signals in such a way as to give warning to other vehicles and pedestrians of their approach.' Haven't these automobiles leeway enough already? Do we have to give them more opportunities to fly through the streets?

"Another section makes it impossible for moving vans to travel the streets. Anybody knows that a moving van is so covered that the driver can't see to the back and all sides of him, and yet the

bill prescribes that he shall be able to do this.

"Another section makes it necessary for wagons carrying iron to pad all the pieces of iron in a wagon so they will not make 'unnecessary noise.' What kind of a noise does an auto horn make? Yet they want the wagon men to 'so deafen the iron that it will not make unnecessary noise.'

"Still another section of the bill, by prescribing what length a load may have, makes it impossible to carry structural iron, telegraph poles, etc., without first getting a permit.

"Another section says that no load shall be more than 12,000 pounds. A two-horse team can haul pretty well up to that amount. What are we to do with the four-horse wagons that move the 20,000-pound loads?

"Another section says the horse shall be standing parallel to the sidewalk when the wagon is backed to the curb to unload. This section prohibits unloading in the street by any but five-wheel wagons. A horse hitched to any other kind of vehicle can't get into that position.

"Another section prevents stopping to unload at a corner where a street car wants to stop. We have to move on and then come back when the car is gone.

"The men that framed that ordinance know nothing about driving a team."

The traffic bill was fostered by the St. Louis Automobile Club. The members of the auto club argued that congestion in the streets was due to the fact that St. Louis had no traffic regulations as other large cities have. Though the bill was signed by the Mayor only Tuesday, patrolmen in the downtown streets have been enforcing its main provisions for some time.

#### HANDLING PIANOS

Many a team owner, and especially he who handles many pianos, has often been confronted with the difficulty of handling a piano with the least trouble and yet with the greatest security. There was a team owner of that kind in Indianapolis, Ind., and so he set himself the task of getting up a truck, which would be particularly adapted for handling pianos, up the stairs, down stairs, under a low arch or through a door. Well, he thought over the matter long and hard; but at last he solved the problem and the result is—The Slight Eccentric Piano truck, and now he can do almost anything with a piano. That truck handles a piano at any angle. You can turn a piano in a very small space, you can slide it, and you can take the instrument up or down stairs, around corners and through any space one

quarter of an inch higher than the piano. You can realize the time it saves and the security it gives you and your customer when handling a piano.

It is scarcely necessary to call your attention to the fact that you must have such a truck, especially in these days when the most up-to-date and perfect equipment of the team owner is essential for his success.

#### BARN RULES

Radcliffe & Company, the well known team owners of Grand Rapids, Mich., have sent The Review the following copy of their barn rules, which no doubt will prove of interest to our readers:

Our No. 1 teamster will kindly do his best to enforce the following rules and report those breaking them as "system is everything" in any business and enables a firm to do their work speedier, better and at less expense, than though things are done "haphazard." If things go smoothly, we can pay the wages we are now paying more easily and perhaps pay still more, so you can readily see what helps the firm helps employees. Remember "It is not what you have, but what you take care of."

1st. Arise Early—Set your alarm clock for 5:00 a. m. Get up when it goes off and just notice that you will have plenty of time to care for your team properly, yourself, and possibly some little thing the wife or mother has been wanting done. Bear in mind, "Early to bed and early to rise, makes a man healthy, wealthy and wise."

2nd. Water your horses first, then feed them so the grain is not washed out of their stomachs and so does them little good.

3rd. Don't let but one team at the watering trough at a time, as we have had horses kicked badly.

4th. Don't feed over the regular four quarts at a meal unless ordered by us as it is the regular quantity that tells, and the firm knows when the grain "don't hold out."

5th. Curry your horses well as that will "keep them up" better than excessive feeding. We know this to be a fact. Remember "a horse well groomed is half fed."

6th. Don't feed a horse when you know he is too warm, and then wonder why "he isn't right." Just give him hay and drop around later with his grain or phone the manager and he will do it himself, if you have an engagement. Any-



one knows "a good teamster loves the team he drives and won't abuse them."

7th. Don't holler at a horse and cause him to tremble and then wonder why he jumps so. Talk to him in an ordinary tone and see how he will soon get to whinney and rub his head against you when you come in. Whipping, kicking or clubbing horses is positively forbidden and will not be tolerated one minute. If you treat a team so they get so they hate you, just let some one else drive the poor dumb animals who has a little patience left and we will be money ahead.

8th. When you go into the country, take your and your horses' feed, also your halters and see that they are returned. You can then take the bridles off and be right.

9th. Put your wagons, wrenches, bells, harnesses, etc., where they belong. Don't be "a careless one," and then ask somebody else where something is, for you know there should be "a place for everything, and everything in its place."

10th. If you have to take a strap or snap from the extra harness, replace it at once. When harnesses want repairing, get them done, also the wagons which grease twice a week, and it will be sincerely appreciated by your friends,

RADCLIFFE & COMPANY.

P. S.—11th. Any time a teamster is way out on a job at noon and stays there without driving his team clear into the barn, heating them all up and then feeding them when they are warm, our wagon dispatcher has instructions to buy him the cigars and then thank him for being thoughtful. If he loves his team, he will do so without someone suggesting it, but if he is some careless fellow who thinks only of his own stomach, we can expect to find our team foundered or worn out before their time and him hollering for a new team in place of the "skates" he spoiled.

#### YOUNG HORSE NEEDS PATIENCE

An English contemporary devotes quite a little space to the handling of young horses in an intelligent and proper manner. Among other things it remarks that a young horse's temper may easily be spoiled during the time of first handling, especially when brought into the stable, if roughly treated. Fillies, it should be mentioned, are particularly nervous or timid and therefore require

more considerate treatment than geldings, which usually have a more equable temperament, and take things more calmly. A point to which special attention may be called is that care should be exercised in leading young horses through the doorway of the stable. They very frequently evince some aversion to passing through it at first, and if they are punished for hanging back, being forced to go on with the whip, or otherwise roughly treated in these circumstances, they sometimes take a permanent dislike to entering doorways, first hanging back and then suddenly rushing through them, which is most disconcerting and causes them to injure their hips. This trick is a great nuisance, and once acquired, it is difficult to eradicate. Further, when a young horse which hangs back at a doorway is hustled through it in a rough manner, it is apt to throw up its head and bang it against the top. The mishap may easily cause it to become shy of entering a doorway in the future, quite apart from the fact that a blow on the head brough about in this fashion may give rise to the injury known as poll-evil. Whenever young horses show any reluctance to pass through the doorway, they should be coaxed to go on by cajoling and speaking to them gently. One should refrain from adopting any forcible or rough treatment, and with a little patience they can easily be induced to overcome their trepidation and go through quite willingly.

#### OWNER AWAY—HORSE PINES

Raymond Stewart, of Ridley Park, Pa., was able to be out today, after having suffered a serious three weeks' illness, and a horse that Mr. Stewart owns partook of a hearty meal for the first time since his master was compelled to leave the feeding of the animal to some other person.

When Stewart failed to visit his horse daily the animal began to pine away, refusing to eat more than enough food to keep him alive. He had grown to a mere shadow in the three weeks he has been fasting, and although tempted with all sorts of dainties declined to eat any of them, neighing continuously for his master.

When Stewart entered the stall of his horse he did not recognize the horse, which nearly a month ago was as plump as could be, but the demonstration the animal made at the approach of the man was pathetic. Stewart says he believes if he had remained bedfast for a couple of weeks longer the horse would have starved himself to death.

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## THE TEAM OWNERS REVIEW.

OFFICIAL PUBLICATION OF  
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AND  
AMERICAN TRANSFERMEN'S ASSOCIATION.

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### ADVERTISING.

Card of rates sent promptly on application.

Orders for new advertising, or changes intended, should reach this office not later than 15th of month, to insure insertion in the current number.

### CORRESPONDENCE.

Please mail all correspondence for publication, so as to reach publication office by the 15th of month.

Write on one side of the paper only.

Write all names plainly. When writing over an assumed name, always give the editor your right name also, as anonymous communications cannot receive attention.

THE TEAM OWNERS REVIEW,  
PITTSBURG, PA.

Vol. IX. May, 1910. No. 5.

Our National president, Hupp Tevis, recently made a "swing around the circle," and called upon the local associations in most of the large cities East of the Mississippi. He also visited many places where there was no team owners association, or if there was it was still not yet affiliated with the National body. In this manner the president has done the National organization, and indeed the entire teaming interests, a great service. Such visits cannot help but being conducive to the production of much good, and we hope

The Team Owners Review  
is the  
Official Organ  
of  
The National Team Owners  
of America.

### Officers:

Hupp Tevis, St. Louis.....President  
Isaac Goldberg, New York City...1st Vice President  
W. D. Quimby, Boston.....2nd Vice President  
R. G. Martin, Buffalo.....Treasurer  
W. T. Bancroft, Kansas City.....Secretary

that hereafter every president will include such a trip not only once a year, but twice, as one of the duties of his administration. The local organizations like to feel that the National head of their organization is a guest of theirs and they wish to do him honor. Beyond that it often happens that the presence of the National president can help to straighten out things, or to suggest things, or to help along in many other ways the success and prosperity of the local body.

We refer our readers to the report Mr. Tevis makes about his trip, which we have no doubt, will give to everyone the same impression it gave us, that the results will be of the greatest value to our National organization, to our local associations and to the teaming industry in general.

\* \* \*

In many parts of the country this is the time of the year when leases run out, which means a great deal of moving. It also means that the team owners engaged in that special line of work, have about as much to do and more, than they can well take care of. In many places moving is done day and night and with great success. It is often an advantage to the customer and the team owner who has the facilities will just as soon move at night as in the day. A night job, of course, means special prices and special profit.

\* \* \*

The New York Team Owners Association in honoring Mr. Thomas Orr, one of its members, indeed one of the organizers and first president of that association, gave due recognition to the value and services of a man who has for 25 years been laboring in our national metropolis for the best and most

progressive ideas in the teaming business. In presenting to Mr. Orr a "Loving Cup," the New York team owners not only paid honor where honor is due but also conferred credit upon themselves.

\* \* \*

The Pittsburgh Team Owners Association chose a graceful way of showing its appreciation to John O'Neil, the retiring treasurer, when it presented him with a set of diamond cuff links. Mr. O'Neil acted for many years as one of the staunchest pillars in holding together the tottering foundation of the Pittsburgh Association, and that the organization never gave up the ghost altogether is largely to his credit.

\* \* \*

Have you all elected delegates to the coming convention at Cincinnati?

\* \* \*

It is only a few weeks until we have to pack our suit cases for the Cincinnati Convention. Do not forget to get in line and be prepared to do your share towards making the event a success.

\* \* \*

The Cincinnati Team Owners Association is making every preparation to take care of the coming guests, which of course means that everybody will be well taken care of.

\* \* \*

The Pittsburgh Banquet was a great success, and the team owners who met Mr. Tevis on that occasion appeared to unite in the expression, that it was better because he had been there.

\* \* \*

Chicago is to have a work horse parade this year on Decoration Day, backed by the Humane Society and several wealthy Chicago personages.

The horse's organs of locomotion suffer through man's carelessness. The horse's hoof repeats its growth every twelve months. The properly balanced horse of to-day becomes unbalanced again within thirty days, his foot requiring mechanical treatment to remove the foreign substance which extends beyond the line of the sensitive parts.

#### A SUCCESSFUL FIRM

The H. J. Reading Truck Company of Detroit, which is one of the successful transfer companies of the city "by the straits" and cartage agent for the Wabash railroad, the Canadian Pacific railroad and the Anchor Line steamers, has been obliged to add to its facilities so as to take care of its constantly growing business. The company while writing to THE TEAM OWNERS REVIEW in reference to this, says:

"We have moved our office from Woodbridge street to Sixth and Congress streets where we have gone into the warehouse business. It became necessary for us in connection with our cartage business to open a warehouse for the purpose of storing merchandise. We had so many calls from our own customers and others that we could not withstand the temptation and the pressure to start a warehouse for their accommodation. The warehouse is 53x130 feet, five stories and a basement, centrally located, and within a short distance of all the freight depots."

#### MOVING BY MOONLIGHT

The Times of Chester, Pa., recently printed an editorial article on the subject of moving, in which that paper stated: "Movings by day are all right, but movings by night are always suspicious."

William E. Headley, the president of Headley's Express of that city, happened to read that article, and progressive team owner as Mr. Headley is, the idea occurred to him at once, to take advantage of the statement made by The Times and use it as an advertisement. He made some changes, however, to answer his purpose and the advertisement of Mr. Headley when it appeared in print read like this:

"The Chester Times says: 'Movings by day are all right, but movings by night are always suspicious.'

"We say: Many worthy persons have to work by day and are compelled to move by night, movings by day and when the moon shines bright it's our delight to move."

Many horse owners continuously violate Section 655 of the Penal Code of New York, by keeping their horses in a state of torture, either through wilful negligence or ignorance of their duty.

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# MONTHLY MARKET MOVEMENTS

## Horse Market.

New York.—Offerings generally were of medium quality, with real choice and fancy stock scarce. Prices, while not reaching some of the extreme figures touched earlier in the season, were generally rated steady for all types of business horses. Choice heavy drafters are quoted at \$325@400 per head, chunks, weighing around 1100 to 1300 lbs., \$240@300, with general sales at \$250@275, good, sound second-handers \$125@225.

Chicago.—Spring orders for horses have been urgent, and the supply hardly adequate to meet demand. Market is active on 1800 to 2000-lb. geldings, which sold at \$300@375. Ordinary run of quotations for drafters \$165@275, expressers, loggers and feeders \$165@225, western branded \$75@125, mules \$150@300.

Horse Imports—Imports of horses in 1909 reached a total of \$2,905,929. This is more than twice the value of horses imported in 1908, and a million dollars worth more than imported in 1907.

## Hay and Straw.

New York.—Receipts continue liberal, especially hay. Buying was rather moderate at former quotations. Straw was dull. Prime timothy \$1.05@1.10, clover 80c@\$1.00, long rye straw fancy \$1.05@1.10, clover 80c@\$1, long rye straw 65@75c, short and tangled 60c, oat and wheat 50c.

At Chicago, demand light and offerings large on low grade timothy. Choice timothy \$17.50@18 per ton, rye straw \$8@9.

## Grain Markets.

Chicago.—Cash prices: No. 2 red wheat, \$1.10 @1.11; No. 2 white corn, 59½@60½c; No. 2 white oats, 45@45½c. Wheat declined further today with large world's shipments and better crop prospects. May closed at \$1.06½, July at \$1.01½ and September at 99¾c. Corn easier with wheat. May closed at 57½c, July at 60½c and September at 61¾c. Oats a little firmer. May closed at 42½c, July at 40c and September at 38½c.

Pittsburgh, Pa.—Corn—No. 2 yellow ear, new, 66@67c; No. 3 yellow shelled, 61½@62c.

Oats—No. 2 white, 47@47½c; No. 3 white, 46@46½c; No. 4 white, 44@44½c.

New York.—Oats.—The market for local spot oats was steady, and prices unchanged with the trading dull and of a hand-to-mouth character only, as buyers are still holding off as the receipts on the Lake were again large and they expect a large portion of them to come this way.

The official closing prices on track were: Natural white, 26 to 28 lbs. 45½@48c; 28 to 30 lbs. 47@48½c and 30 to 32 lbs. 47½@48c; white clipped, 34 to 36 lbs. 46½@48c; 36 to 39 lbs. 48@49c; 40 lbs. 49@50c, and 40 to 42 lbs. fancy, 51@52c; mixed 26 to 32 lbs. nominal; standard white, in elevator, 47½c; No. 2 white, 46½c; No. 2 mixed, nominal.

Prepared Oats—The market rules quiet and prices nominally unchanged. We quote: \$4.70@4.95.

Boston.—Corn—No. 2 yellow, on track, in carloads, 69½c; steamer yellow, 69c. For shipment, at rail, 69@69½c for No. 2 yellow. Oats—No. 1 clipped white, on track, in carloads, 51½@52c; No. 2 clipped, 50c. For shipment, 51½@52 for fancy 40-42 lbs. with regular grades at 49½@50c for 38-40 lbs. 49@49½c for 36-38 lbs. and 46@48c for barley mixtures.

Buffalo.—Corn—Closing: No. 2 yellow, 64¾c; No. 2 white, 64¾c. Oats—Closing: No. 2 white, 46½c; No. 2 white clipped, 45½c. Barley—Closing: Western, 62@66c. Rye—Closing: No. 1, on track, through billed, 84c; in store, 83c.

## Mill Feeds.

New York.—Market is a little more active, with coarse western bran and standard middlings in 100-lb. sacks \$22.75@23 per ton, red dog in 140-lb. sacks \$29, linseed oil meal \$37, kiln-dried corn meal \$3@3.10 per 196-lb. sack, coarse white \$150 @1.55 per 100 lbs., hominy \$3.10 per bbl., brewers' meal and grits \$1.61, flakes \$1.95, gluten feed at New York city rates in bulk \$27, in sacks \$28.35, Syracuse rates \$26.40@27.75, Philadelphia \$26.60@27.95, cottonseed meal at New York city rate points \$35.10.

EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY



## NEW ENGLAND NEWS

New England Office, 79 Portland Street, Boston, W. D. Quimby, Manager.

The team owners in New England are now more anxiously looking forward from month to month for THE TEAM OWNERS REVIEW than ever before.

The teaming business in Boston at the present time seems to be in a very healthy condition, and the Master Teamsters Association grows stronger every day, and no question about it. One of the best features of the work just now is the adjustment of real and imaginary grievances, which one team owner has, or fancies he has, against another team owner. Our efforts in this respect have given very good results, and pleasant conditions are becoming more general than they ever have been.

The association is now looking forward to a theater party arranged at the American Music Hall.

Matters for our Teamsters Day on June 17th next are progressing very encouragingly, the ads. for the catalogue especially are coming in very well.

The association has had considerable trouble with the local street commissioners for endeavoring to use wooden block pavements on streets where heavy teaming prevails, but so far the just demands of the association have always received recognition.

Mr. Flanders, the new president of the association, has gone on an extended vacation, and is not expected to return for some time.

The Boston Association had the pleasure of entertaining Dr. F. H. Rowley, the new president of the Massachusetts Society for the Prevention of Cruelty to Animals. It is believed the two interests by working together can accomplish a great deal of good on lines of importance to both.

The association also was favored not long ago with an address by J. C. Heyer, vice president of the Federal Trust Company, on the growth of the banking business, which was very much appreciated.

W. D. Q.

The Boston Work Horse Parade Association held a meeting on April 14. The interest shown in the parade is very good, and numerous donations have already been received, which will insure the event to be again a great success.

By the way, if anyone wishes to contribute to the good cause for which the Work Horse Parade Association has been organized the New England office of THE TEAM OWNERS REVIEW will gladly receive any donation intrusted to the Boston representative, Mr. W. D. Quimby.

The Master Teamsters Association of Boston held a Whist Party and Dance on March 29th last at the Revere House. About sixty couples participated.

The first two hours were devoted to playing whist with the results that Mr. F. C. Bray, Mr. and Mrs. W. H. Breen and Mrs. H. C. Loveless carried off the honors.

Following the playing of whist dancing was enjoyed. Music being furnished by the F. D. Mont Ladies Orchestra, of Melrose, Mass.

During the evening a bountiful collation was provided by the congenial proprietor of the hotel and festivities were kept up until about eleven thirty.

"GREAT SUCCESS."

The Boston Master Teamsters Association held its regular monthly meeting at the Revere House on the fourth of last month. The event was somewhat out of the ordinary, because the members sat down to a very deliciously prepared banquet, and also, as already mentioned in this correspondence, they were addressed by Dr. F. H. Rawley, president M. S. P. C. A. and J. C. Heyer, vice president of the Federal Trust Company. When the festive part of the program had been disposed the members got down to business. Besides some routine matters the secretary presented a communication from the Massachusetts State Board of Trade requesting the association to appoint a committee to attend a meeting on the matter of New England waterways. The following committee was selected: G. Stebbins, W. C. Bray, John Bowen, W. E. Loveless and W. D. Quimby.

The following delegates to the National Convention at Cincinnati were elected as follows: Messrs. Weeks, Shed and C. Bowen; alternates, Messrs. Bray, Quimby and F. E. Garvin.

The subject of changing the name of the organization was voted upon and it was changed to "Team Owners Association of Boston."

The secretary presented a request from Mr. Eaton of the Boston & Maine railroad asking that each firm designate some one person to call for bills and checks. This matter was referred to the Board of Directors for the purpose of arranging some plan for a general system to comply with the above request.

W. D. Q.

### AREA OF GOOD ROADS

"Two of the greatest forces in the world for road-building are war, or the policy of military governments, and pleasure," says Money, the Pittsburgh financial magazine. "Commercial and agricultural necessities are a poor third. There are roads in Cuba and in several South American countries, built by the Spaniards three hundred or more years ago, that compare favorably with our best macadamized roads built within the last dozen years. And there are stone bridges in Cuba as good today as when built two or three centuries ago, and better than 99 per cent of the road bridges being built in America today. There was a reason for such building, however, for government roads made possible the moving of troops in otherwise inaccessible regions. Furthermore, there was none to whom to account for the expense of road-building; the one in authority said 'do this,' and it was done. Some of the best roads of Europe were built for military use, but have since been maintained mainly for pleasure and now are being kept in a state of perfection for the benefit of, and the profit that indirectly accrues from, automobiles.

"In the United States the building of roads has, up to the present time, been in the same class as the improvement of our inland waterways. An appropriation for either purpose was largely looked upon as a species of graft. But with the coming into almost general use of the automobile, the importance of good roads has become an entirely different proposition. Good roads are just as necessary for the automobile as they were a hundred years ago for the moving of troops and military stores. Furthermore, good roads are now, because of the thickly populated agricultural districts, of inestimable value to farming and commercial interests. The era of road-building in the United States has just begun, and during the next ten years there will probably be seen the greatest activity in this direction in the history of the world.

"An illustration of what automobile enthusiasm is doing is had in the 'national highway' project between New York City and Jacksonville, Fla. It is the hope of the automobilists interested to make the road a model of its kind and therefore an object lesson for other parts of the country. The route chosen, and which has now been 'officially' surveyed almost its entire length, is approximately 1,587 miles long. The movement had

its beginning last summer when the New York-Atlanta reliability tour was first suggested. While the route was being laid out the various cities in the sections through which the proposed highway was to run fought enthusiastically to get on the official route. The result was that where the roads were at all bad they were put into almost perfect condition for the run; and the tourists traveled over roads that were almost boulevards from New York City to Atlanta. 'The route,' says an automobile journal, 'is divided into three sections—from New York to Atlanta, a distance of 1,063 miles; from Atlanta to Savannah, 222 miles, and from Savannah to Jacksonville, 302 miles, a total of 1,587. The last stretch will not become official until the endurance run of the Savannah Automobile club, in March. When that event is completed the full national highway will have been laid out and it will be possible for the promoters of the enterprise to stir up enthusiasm in other sections where the highways are not up to the standard desired for so important a route.' It requires no great imagination to see this 'national highway' as the Mecca for thousands of automobilists from all parts of the country, during certain seasons; and they are sure to return to their homes more enthusiastic road-builders than ever before. Automobile clubs, associations and manufacturers have fairly started the country into the era of good roads, the possibilities of which are without limit."

### DISEASES IN STABLES

When a particular disease runs through a stable, it does not by any means follow that it has been introduced or spread by infection or contagion; on the contrary, faulty stable accommodation or bad ventilation, or bad drainage, or neglect on the part of help, and such like causes, are often sufficient to develop widespread disease among the animals subject to same cause. When a disease breaks out suddenly in a stable and several animals are attacked at once, it usually depends on their all being subjected to the same noxious influence. In other words, similar causes produce similar effects. The causes, whatever they may be, usually affect first those animals which are weak and predisposed to disease of any sort, afterwards those which are less predisposed, and ultimately may affect all those in the stable. The disease is then said to be, and is by many believed, to be infectious or contagious.—Horse World.

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### ST. LOUIS KORUSKATION

At a Koruskation of the St. Louis Breaker, held at Elks' Club last month, the following candidates were shown the error of their ways, returned to the mines, and from thence started on the road untravelling by the "Knockers" and which, owing to the sunshine freely and impartially distributed by the "Boosters" is daily showing the good results, which are sure to follow "preparation."

At the close of the business session, upon invitation of Mr. F. F. Tirre, Modoc, those present adjourned to the dining room, where they found a bounteous repast arranged for by the entertainment committee awaiting them; also a "surprise" had the pleasure of witnessing a very creditable performance given by high-class vaudeville artists.

On motion of Mr. Coffey, a unanimous vote of thanks was tendered the entertainment committee for the delightful evening made possible by their thoughtfulness and likewise to Mr. Geo. A. Simpson, superintendent of the Madison Coal Corporation at Mt. Olive, Ill., for the interest and energy displayed by him for the good of the Order Kokoal which resulted in nineteen of the candidates initiated that evening, being secured by him.

The new members admitted were:

J. B. Brennan, superintendent Illinois-Midland Coal Co., Springfield, Ill.

Jas. B. Brown, manager Bessemer Washed Coal Co., Marissa, Ill.

E. J. Adams, manufacturing, Geo. P. Jones Oil Co., 218 N. Commercial street, City.

M. J. Lester, salesman, Garlock Pkg. Co., 418 N. 8th street, St. Louis, Mo.

C. J. Fremgen, mine manager, Madison Coal Cor., Mt. Olive, Ill.

Jas. L. Smith, assistant mine manager, Madison Coal Cor., Mt. Olive, Ill.

Chas. H. Davis, mine clerk and sales agent, Madison Coal Cor., Mt. Olive, Ill.

Leroy Powell, sales agent, Randolph Co. Coal Mfg. Co., Coulterville, Ill.

C. I. Ramsey, superintendent mines, Mt. Olive & Staunton Coal Co., Mt. Olive, Ill.

R. Neeson, superintendent mines, O'Gara Coal Co., Springfield, Ill.

Frank Bradac, Chicago sales agent, Wabash Coal Co., Athens, Ill.

Eli Mason, mine manager, Wabash Coal Co., Athens, Ill.

W. A. Converse, secretary and chemical director, Dearborn Drug & Chemical Works, Chicago, Ill.

O. E. Poole, salesman, Dearborn Drug & Chemical Works, Peoria, Ill.

John D. Hood, assistant mine manager, Madison Coal Cor., Divernon, Ill.

E. H. Gordon, mine manager, Madison Coal Cor., Divernon, Ill.

C. H. Hoy, city coal salesman, Madison Coal Cor., Divernon, Ill.

G. A. Schrier, master electrician, Madison Coal Cor., Divernon, Ill.

Jas. Duncan, president, Duncan Foundry & Machine Works, Alton, Ill.

G. A. Powers, superintendent, Hart-Williams Coal Co., Benton, Ill.

Gus Baker, superintendent, Jones & Adams Coal Co., Springfield, Ill.

W. H. Davis, mine manager, Athens Mining Co., Athens, Ill.

Chas. Tinlin, salesman, Western Powder Mfg. Co., Peoria, Ill.

Richard O. Sharon, sales manager, Jones & Adams Coal Co., Peoria, Ill.—The Retail Coalman.

### DANGERS OF A HOT BOX

Two years ago there occurred at a powder mill located in Indiana an explosion which reduced the factory buildings to ashes, and even damaged a section of the town in which the factory was located. This is all ancient history—in fact, so old that the matter has probably been entirely forgotten by you. Do you remember the cause? It was a hot box.

That's the whole story; a hot box—but it resulted in a heavy loss of life and property. Fortunately, the results of hot boxes are rarely as dire as they proved in this case, but there is always the chance of loss in every case. It may be the ruining of the bearing or journal, it may be the tying up of the plant for hours, it may be a fire that destroys a portion or all of the plant—there is no way of knowing exactly what will result from any hot box.

There is one perfect insurance, however, against all frictional damage. It is Dixon's Flake Graphite. This lubricant will absolutely prevent excessive heating of bearing parts as well as cutting and seizing. Dixon's Flake Graphite attaches itself directly to the metal surfaces, filling in the microscopic depressions and becoming fastened upon the microscopic projections that exist in all metal surfaces. Thus direct contact of metal-to-metal is made impossible, and we have what may be termed a "graphited contact" which lowers friction, reduces wear and prevents damage.



### A PERSISTANT VAN OWNER

We think the following should be of interest to furniture removers.

Edward Whitford, a carman, of 14 Church-road, Tottenham, London, England, was summoned at Stratford recently for wilfully causing an obstruction by allowing a van to remain longer than necessary. The defendant who was driving a pantechnicon van, pulled up outside a house in Blackhorse-road, Walthamstow, and drew his vehicle across the road in such a position as to stop tramway traffic. An electric car arrived, but the defendant at once began to unload the furniture from the van.

Other cars arrived, and twenty minutes later a constable asked the defendant to move his van to a side street seventeen yards further on. The defendant, however, refused and continued to unload, and remained at the spot for fifty minutes. During that time the whole of the electric traffic of the Walthamstow Urban District Council was disorganized, and there were a number of cars on either side of the defendant's van.

In consequence the passengers had to leave the cars and board the trams at the other side of the pantechnicon. The vehicular traffic was also interrupted and had to leave the main road and travel by the side street in order to avoid the obstructions. The defendant pleaded that he was responsible for the goods in the van, and could not remove to the side turning because he could not see either the goods or the van. The court dismissed the summons on the ground that the defendant did not stop an unreasonable time.—The World's Carriers.

### A CHEERING REPORT

The ideal weather conditions that have prevailed the better part of the month of March have helped much to bring about an early opening of the Spring season in the local horse market, says a New York horse expert. Business is not only beginning to boom earlier than usual, but the increase in the daily volume is such as bespeaks a profitable period of trading ahead for all branches of the horse and carriage industry.

This gradual improvement in trade that has been in evidence since the first of the year was

given further impetus by the opening of local navigation. Almost every incoming boat brought farmers and up-State dealers whose aggressive bidding at all the regular weekly and semi-weekly auctions kept business humming and prices high. There has not been a similar period in the past three or four years, probably, when there was such genuine activity in the local market as was the case last week.—Carriage Dealers' Journal.

### TRUTH STRANGER THAN FICTION

Until a week or ten days ago, the annals of automobile disaster presented nothing but a long and gruesome list of injury, death and loss of property. There had never been, until the date above mentioned, any cheering infusion of humor or hilarity into these accidents to enliven the record or vary the dull, depressing monotony of the circumstances.

We are glad to say that these dreary conditions have been changed for the better, and the public will in future look for the possible presence of an element of comedy and amusement in a field that has hitherto been entirely too somber and blood curdling.

The laugh comes in right here. On April 11 (it should have been April 1st), at Memphis, Tenn., a gentleman rejoicing in the celestial patronymic of Mars had the novel and mirth-provoking experience of falling out of the clouds, with his aeroplane, and coming down kerplunk into an automobile containing three ladies and two children. Of course, had it been any other vehicle than an automobile there would have been no humor in the proceedings, but being an automobile, of course, that is altogether different.

We venture to assert that had any novelist dared to introduce such an episode in his story he would have been deservedly accused of sacrificing truth for the sake of raising a laugh, and wantonly outraging all the canons of probability. But truth is once more stranger than fiction.

The western municipal government that recently passed an ordinance compelling the owners of all vehicles to provide mirrors showing other vehicles approaching from the rear, will presumably make an addition to their enactment and include among the articles of compulsory equipment more mirrors revealing the threatened impact of aeroplanes, damaged balloons, meteors and all other celestial wanderers.—Carriage Dealers' Journal.

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## LAUGH AND THE WORLD LAUGHS WITH YOU

### Nothing Lost.

A certain British officer was relating the story of one of Gen. Buller's retreats.

"Buller," he said, "was splendid. He retired without losing a man, or a flag, or a gun."

"So I've heard," said one of the company, "or a minute."—Youth's Companion.

### An Undined Postoffice.

The burly farmer strode anxiously into the post-office.

"Have you got any letter for Mike Howe?" he asked.

The new postmaster looked him up and down. "For—who?" he snapped.

"Mike Howe!" repeated the farmer.

The postmaster turned aside.

"I don't understand," he returned stiffly.

"Don't understand!" roared the applicant. "Can't you understand plain English? I asked if you've got any letter for Mike Howe!"

"Well, I haven't!" snorted the postmaster.

"Neither have I got a letter for anybody else's cow! Get out!"—London Answers.

### Autoing and Optics.

"Is not auto driving terribly hard on the eyes?" we asked, in our innocence, of the man at Lexington and Howard streets with the four-foot cuffs on his mittens.

"Well, I guess not!" replied he, withering us with scorn. "W'y, before I got to runnin' a car I was thinkin' o' gettin' specs, my eyesight was that poor I couldn't see the contribution box in church until it was so near past me it was too late to dig for any money. But I hadn't been runnin' that wagon two days till I could see a policeman's little fingers stickin' out from behind a tree four miles away. I could even see which way a copper's eyeballs were turned if he was standin' in the shade three miles off. Hard on the eyes! Well, not much! It's the best medicine for weak eyes that was ever invented, don't you forget it."

—Baltimore Evening Sun.

### Confessed Too Much.

Late one afternoon Michael Flannigan and Denie O'Rourke met upon the avenue. Mike was considerably under the weather.

"Moike," asked O'Rourke, "why don't yez brace up, and lave the dhring alone?"

"Oi've thried, Dinnie, but the job's too big for me."

"Thry this once more, Moike. Here's a church forninst us. Go in there, old man, and confiss and take a frish start. I'll wait outside."

He waited until he was tired, then, peering into the darkened building, said in a hoarse whisper:

"Moike!"

"Phwat?"

"Have yez confissed?"

"Oi have that!"

"Where's the prast?"

"'E gorrah, Dinnie, and Oi think he's gone out to call a cop."—Success Magazine.

## THE HORSE IS STUPID

There have been on exhibition, at various times, horses that are apparently prodigies of mathematical insight—that can do anything with numbers that the trainer can do. Yet we absolutely know that no animal can so much as count at all. Furthermore, it is always the horse that performs these marvels, though the horse is the most utterly stupid of all the dumb creatures that man has made his friend.

That is precisely why the horse is always taken to be made into an arithmetician. He is so stupid that he can be taught anything—any habit, that is—and having no mind to be taken up with his own affairs, can be relied on to do exactly as he is told.

All these arithmetical fakes, whatever their details, are worked in essentially the same way. The horse is taught, by endless repetitions, some mechanical habit. A given signal, and he begins to paw the floor. Another signal, and he stops. Press the proper button and he takes a sponge and rubs it over a certain spot of a blackboard, or picks up a card lying in a certain position. That is all he does. The meaning of the act exists for the spectator only. The pawings count the answer to a problem in addition, the card bears the reply to a question. But the horse does not know it. He merely follows a blind habit, just as he will stop when you say "Whoa!" though you interpolate the word into your recitation of the Declaration of Independence.—McClure's Magazine.

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### A FINE RECORD FOR BELTS

A little while back, the Dixon Company for the first time in eighteen years, took up a belt in one of its mill rooms.

For eighteen years about thirty belts in that room have been run constantly; the belts are about twenty-five feet in length and six inches in width. There is a great deal of graphite dust in the room, yet these belts have run satisfactorily without breakage or without being taken up for eighteen years.

The belts are regularly treated with Dixon's Traction Belt Dressing, which comes in paste form and which is one of the very best leather preservative belt dressings made anywhere.

Of course, there are many who find it desirable or necessary to use a solid dressing. If a quick, convenient dressing is desired, Dixon's Solid Belt Dressing is suggested. The Dixon Company frankly state that no solid dressing equals their traction belt dressing, for the reason that some of the ingredients in their traction dressing cannot be reduced to solid form. But if the solid dressing is preferred, one may use Dixon's Solid Belt Dressing with all safety. It is a quick, sure cure for slipping belts, but has no detrimental effect upon the belting.

### THE METAL HORSE COLLAR

The growing popularity of metal collars for work horses makes this, from Yeoman's Recipe Book, interesting:

"Galled shoulders and back are, to no small extent, due to soft pads and cushions which are pressed upon the tender skin, under which the muscles play and upon which the great weight of draft is borne. The skin thickens or gets tough to some extent, but the more liable is the skin to blister and gall. This is because the perspiration is retained, the skin softened and made to rub and move upon the flesh and bone beneath.

"Horses whose backs are galled under padded saddles would get well when used with well fitted army saddles, which were simply hard wooden trees covered with rawhide, dry and hard, almost like iron. As we see it, there is a great future ahead for hard horse collars."

Over 700 patents have been issued on improvements in horse collars. But the inventors have been working along the line of the old soft collar theory. The first important recognition of the metal horse collar which we find comes from the War Department.

"The steel horse collars heretofore in experimental use, have been slightly modified in shape. They have given great satisfaction, and the light batteries are now being fully equipped with them."

No better evidence of the merit of the steel collar is needed than that they were chosen for horses in the Artillery Service.

Some fire departments of large cities are using this horse collar also.

While the theory that a horse collar must be soft is a widely prevalent one, the standard leather collars which show the hardest and most unyielding surface are most in favor with those who give their work horses attention.

If the collar fits perfectly and the surface is hard there is never any trouble. The average work animal comes out in the spring in pretty good flesh, especially if his work has been reasonably light and he has had good care. Later on he becomes reduced in flesh, the collar is too large and pulls back upon the points of the shoulders where the draft should never come. The pads are most commonly resorted to.—Har-ness.

### ALFALFA

It has been the cause of wonder to many students of agriculture why more farmers in Eastern States do not cultivate the king of all forage plants, that marvelous legume, alfalfa. It has rare values, separating it from all other crops. Because of its great length of root it coaxes moisture in arid land; its peculiar nodules enrich the soil with nitrate, so that, instead of destroying it promotes fertility. It is without a peer as food for cattle, and in the West, chiefly in Kansas and Oklahoma, the farmer can safely count upon five cuttings a season.

Less than twenty years ago only a few thousand acres were seeded to alfalfa in Kansas; now a million acres blossom with it, and it has really been the making of the state, which is the agricultural marvel of the Union. For Kansas leads the country as a wheat producer, and she does so because she has learned that after a field has been sown to alfalfa it is in a year or two splendidly fertilized and ready for the raising of any crop—wheat, corn, millet or Kafir corn.

Moreover, with the fats and carbohydrates supplied by corn, alfalfa alone completes an almost perfectly balanced ration for live stock. It yields the protein. It makes pork and beef. It produces milk. It has been a godsend to the farmer in the West, and one, we repeat, can only wonder why the Eastern farmer is so slow in spreading its cultivation.

## *The Motor Truck and Automobiles*

### **The Commercial Car Is Coming.**

Evidence that the commercial car will represent the big end of the automobile business grows in strength and volume with each new development. Many manufacturers of pleasure cars are bringing out commercial cars or preparing to do so, and the coming fall will undoubtedly see a half hundred more makes of commercial automobiles on the market than there are at present.

As the car makers are this season unable to meet the demand for pleasure vehicles and the parts makers unable to produce the component parts fast enough, there certainly must be very potent reasons for the wholesale move of pleasure car makers into the commercial car field.

One reason is the general, and openly avowed, recognition of the fact that the demand for pleasure cars will not continue to grow in the same proportion as in the past. Some prominent men in the industry have lately publicly stated that the present demand for 200,000 pleasure cars annually will probably not be exceeded in future years. The enormous factory extensions lately made to cope with the rapidly increasing demand may be found too extensive in future years if devoted exclusively to the production of pleasure cars.

To those who thus view the situation, the manufacture of commercial cars is the logical step toward business expansion.

On the other hand, the bigness of the commercial field when once fully developed, makes it inviting to those who have looked into the matter. A buyer of business wagons may want from one to 100 vehicles, and each buyer of today is likely to be in the market again and again in the future, as his growing business requires more extensive delivery or cartage service. These and other important facts makes the sale of a commercial car a much more profitable transaction in the long run than the sale of a pleasure car.

Then the several conspicuous successes in the commercial car field have forced on the attention of the rest of the motor car world a realization of the importance of the business vehicle in the growth of the motor car industry.

During the years that the commercial car has been kept in the background while the pleasure car, touring events and speed contests have been

in the limelight, long-headed designers and manufacturers have quietly developed the business motor vehicle so that today it is not only giving satisfactory services and proving its durability, but doing this at such small operative cost that business houses are looking upon it as a very profitable investment.

Even those business men who tried motor wagons years ago, when designs were not perfected, and were disgusted with their experience, are beginning to realize that the designs of today are radically different propositions. These men are again investigating the commercial motor car, having become interested by the very real success of business cars in actual use by scores and hundreds of keen business houses.

In planning for the 1911 national shows, the A. L. A. M. and the N. A. A. M. have recognized the great importance of the commercial car by arranging for two-weeks' shows at both New York and Chicago, the second week in each case to be devoted to commercial and municipal vehicles.

On all sides signs are plentiful that the commercial car is coming to its own.—The Carriage Monthly.

### **Will Automobiles Supplant Horses ?**

That the time will come when motor power will supplant the horse in most cases where horsepower has heretofore been used is not likely to occur. The coming of automobiles, and the use of motor power for many purposes has been a blessing, for there is more horse-work to be done than there are horses to do it, notwithstanding it has been recently ascertained that the present horse population exceeds that of last year by 400,000.

Can the reader imagine what the market value of horses would be were it not for the thousands and hundreds of thousands of automobiles that now perform the labor of horses? One year ago the average price of a horse was about \$100; today they will average \$10 more per head—the increase in value being not less than 10 per cent. The facts are that, while horses are worth more now than they were a year ago, the price of automobiles is lessening. So, in the face of these facts, the makers of horse-drawn vehicles and the manufacturers of harness have no reason to

**EQUIP YOUR TEAM WITH U. S. HAMES—THEY ARE STANDARD QUALITY**



be longer alarmed about automobiles killing their business. There are more buggies wanted this year than ever before, and as there are 400,000 more horses this year than last, the manufacturer of harness and saddles need have no further fear that, because of the automobile, they will have to abandon their present business and convert their factories to some other use.—Implement and Vehicle Journal.

#### Are Autos Locomotives.

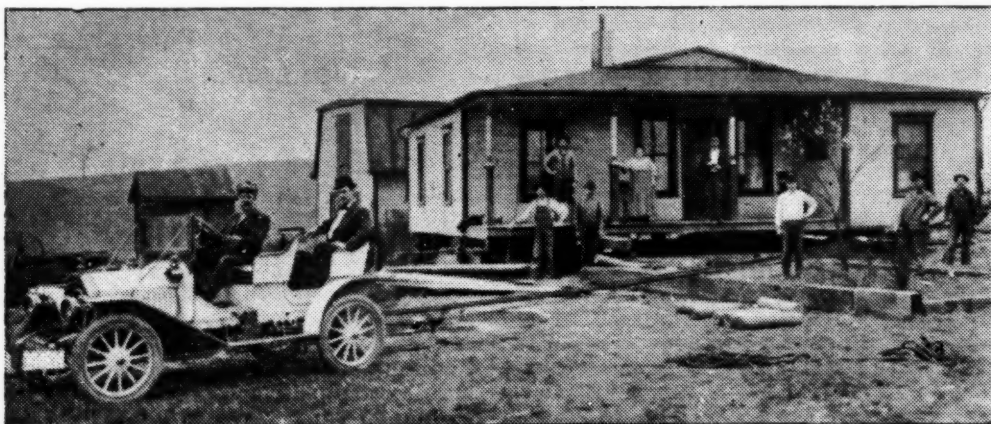
It is claimed that a determined effort will be made to abate the automobile smoke nuisance in the city of New York. Col. John Schuyler Crosby, chairman of the Nuisance Committee of the National Protective Highways Society, held a con-

gine." The National Highway Protective Society believes that automobiles should be classed as locomotive engines.

#### Largest Order On Record.

The American Sheet and Tinplate Co. is authority for the statement that the Buick Motor Co.'s contract on cold-rolled steel is the largest single contract on cold-rolled steel ever placed in the United States. The Buick contract specifies delivery during 1910 of 10,000 tons of cold-rolled steel, and the American company says this exceeds the next largest by 3,000 tons.

This in itself should be sufficient evidence as to the large scale on which the Buick operations



Moving houses is the latest use to which a Monessen, Pa., contractor has put the illustration, from its foundation to a new site 500 yards distant, within the corporate limits of McMahan borough. The house was placed on rollers and the actual work of removing only required eight hours. The picture shows the house as it was started on its journey. Mr. and Mrs. Delbarre are standing to the right on the porch of the cottage.

ference a few days ago with Health Commissioner Lederle. Dr. Lederle said he had been waiting for some action by the aldermen, but if no assurance was forthcoming from them the Board of Health would institute proceedings looking to a termination of the nuisance.

It is intended to try to make Section 181 of the Sanitary Code applicable to the case. This section says regarding the smoke nuisance: "No person shall cause or allow dense smoke to be discharged from building, vessel, stationary or locomotive en-

gine." The National Highway Protective Society believes that automobiles should be classed as locomotive engines.

Eighty per cent. of the horses in the world are diseased.

EQUIP YOUR TEAM WITH **U. S. HAMES**—THEY ARE STANDARD QUALITY



**WANTED**—A large and successful Trucking Company, in Massachusetts, working from 40 to 60 horses, wants an active young man who is familiar with the miscellaneous trucking business, to take entire charge of the outside work. Must be a hustler, sober and trustworthy, and one who has had experience in the handling of men. An investment of from \$3,000 to \$5,000 will be required in order to get a man who will work for the interests of the company, and who will be a fixture.

An excellent opportunity for the right man. First-class references required. State in full experience had.

Address P. B. Co.,  
Team Owners Review, Pittsburgh, Pa.

## ADVERTISERS DIRECTORY

<p><b>AXLES.</b> Cleveland Axle Mfg. Co. Timken Roller Bearing Axle Co. Sheldon Axle Co.</p>	<p><b>HELVE HAMMERS.</b> The West Tire Setter Co.</p>	<p><b>REMEDIES.</b> Parke, Davis &amp; Co. German Distemper Remedy Co.</p>
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	<p><b>PIANO TRUCKS.</b> W. T. Sleight Mfg. Co.</p>	

*In answering advertisements please mention  
THE TEAM OWNERS REVIEW.*

### DEFINITION OF COMMON CARRIERS

Philadelphia, Pa., March 10, 1910.—Does the term "common carriers" apply to all public conveyances, such as vehicles hired from livery stables, automobiles hired from a public garage, hotel busses, taxicabs, etc.? Inquiry.

Reply.—A common carrier is a person, natural or artificial, whose business it is to carry goods for all persons who may choose to employ and

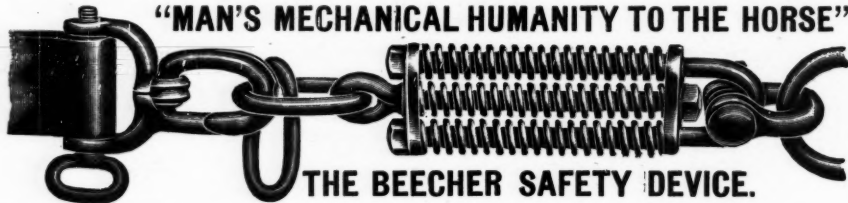
pay him; or to carry for hire all passengers indifferently who may apply for passage; or to carry both passengers and goods. A livery keeper who simply lets his vehicles for hire is not a common carrier. Neither is a person who keeps automobiles for the same purpose. An omnibus that runs between stations and hotels, carrying all who wish to ride, is engaged in the business of common carriage. The question as to taxicabs is more doubtful. Probably those that stand in the street ready to take any passenger wherever he choose to go would be held to be common carriers.—Journal of Commerce.

### Beecher Draft Spring Co.,

New Haven, Conn.

Write for Catalogue.

"MAN'S MECHANICAL HUMANITY TO THE HORSE"



THE BEECHER SAFETY DEVICE.

CONVENIENT, DURABLE,  
PRACTICAL.

Manufacturers of Open Link, Rope Traces, and Lap Loop



## The Myers & Shinkle Co.

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PITTSBURGH, PA.

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BLANKS  
BOOKLETS  
BILL HEADS  
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Etc., Etc.

TELEPHONES:  
P. & A. . . . 1036 Main  
C. D. & P. . . 259 Grant

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BINDERS  
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and  
RECEIPT HOLDERS  
BLANK BOOKS  
INKS, PENCILS, PENS  
Etc., Etc.



## *Four Horse Power from Two Horses*

# EMPIRE Ball-Bearing Axles

*Double the Horse's Hauling Power*

THE wheel-and-axle friction is so reduced by Empire ball-bearing Axles as actually to double a team's hauling power. Horses that have been drawing three tons on ordinary axles will as readily draw six tons on Empire Ball-Bearing Axles. That is not theory, but experience.

Empire Ball-Bearing Axles are made for all heavy service, such as Brewers, Coal and Ice Dealers, Machine and Safe Makers, Manufacturers and Wholesalers in all lines, Express and Transfer Companies, Liveries, Construction Contractors, Riggers, Furniture and Piano Movers, Fire Departments, etc., etc.

Montgomery Ward and Company have used these axles for the past eleven years, and in Chicago alone 37 Fire Engines and 15 Aerial Trucks are equipped with them.

Empire Ball-Bearing Axles are guaranteed for two years, and usually last ten times that long. They should not be confused with inferior ball or roller bearings

Empire Ball-Bearing Axles add about \$100 to the cost of a 6-ton wagon and increase the wagon's earning power \$4 or \$5 a day,—making the investment pay 1500% a year. These axles can be substituted for ordinary axles by any blacksmith or wheelwright and without requiring new wheels. They are furnished as regular equipment on new wagons by manufacturers, or your regular wagon builder will build them in your wagon to order.

Empire Ball-Bearing Axles are made also for carriages of all kinds.

Write us for further information and name of our nearest representative.

**SHELDON AXLE COMPANY, Wilkes-Barre, Pa.**

*Largest Manufacturers of Axles and Automobile Springs in the World.*

# TRANSFER COMPANIES' DIRECTORY.

Names and Addresses of Prominent Transfer Firms and Forwarders of Freight From All Parts of the Country.

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**Thompson Transfer & Storage Co.**  
Office, 67 S. Broadway.  
Storage, Draying, Packing and Freight Hauling  
A Speciality.  
Reduced rates South West and North West.

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**Forwarding & Transfer Co.**  
General Offices, 310 Congress Street,  
Recognized Forwarding Agents,

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**F. KNIGHT & SON,**  
(CORPORATION.)  
61 OLIVER STREET,  
**Forwarders and Contractors**

## BOSTON, MASS.

"WE MOVE EVERYTHING."  
**R.S. Brine Transportation Co.**  
43 India Street,  
TRUCKING, FORWARDING AND RIGGING,

## BRIDGEPORT, CONN.

**Lattin Storage and Trucking Co.**  
TRUCKS, VANS, CARTS, EXPRESS.  
Consign Carloads or Less to Us for De-  
livery. Store a Surplus Stock With Us  
it is Ready for Your Trade.  
**TWO STORAGE WAREHOUSES.**  
Office: 365 Water Street.

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Unsurpassed Facilities for Storing, Handling, Trans-  
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**Niagara Carting Co.**  
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**GENERAL CARTAGE & STORAGE,**  
Transferring Car Load a Speciality.

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EVERYTHING IN THE LINE OF MOVING,  
CARTING, PACKING, STORAGE.  
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Unsurpassed Facilities for Handling Pool  
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Shippers of  
Household Goods and Emigrant Movables Only.  
Reduced Rates to Pacific Coast & Colorado  
Offices—First National Bank Building, Chicago, Ill.  
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## CHICAGO, ILL.

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**WEINTZ EXPRESS & TRANSFER CO.**  
Custom House License.  
Car load distribution and forwarding a speciality.  
Best facilities in Chicago.  
Established 1887 Incorporated 1897  
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Tele. Har. 595 & 597. Tele. Har. 5540.

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Special attention given to the  
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John B. Stueve Harry J. Stueve  
**John B. Stueve & Son**  
**Express**  
Car Loads Distributed and Forwarded.  
Phone, West 1740. 842 W. Sixth St.

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**Forwarding & Distributing.**

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CARTAGE, STORAGE & PARCEL DELIVERY  
Car Loads Distributed and Forwarded.

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H. G. Stouffer, Manager.

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Manufacturers' Agents and Distributors.  
STORAGE, PACKAGE DELIVERY.  
Distribution of Large or Small Con-  
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Distribution of Car Lots a Speciality..

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For Wabash and Canadian Pacific Railways.  
SUPERIOR FACILITIES FOR HAULING AND  
ERECTING ALL KINDS OF MACHINERY.

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**General Transfer and Heavy Trucking of all kinds**  
**Storage.** Large or small consignments  
given prompt attention.

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Two Warehouses located on  
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**The Only Exclusive Warehousemen.**

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FRONT AND TROCKMORTON STS.  
Receivers and Forwarders of Mer-  
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Shipped and Moved.  
Hauling of Safes, Machinery and Freight  
a Specialty. Telephone 187-

**HARTFORD, CONN.****The Bill Brothers Co.**

**TRANSFER & STORAGE,**  
Special Facilities for Moving Mach-  
inery, Safes, Furniture, Pianos, etc.  
**STORAGE WAREHOUSES** with separate  
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Phone Conn.

**HOLYOKE, MASS.**

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Dealers in Safes.  
**Consignments of Goods Solicited.**  
Two Storage Warehouses.  
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Furniture and Merchandise of Every De-  
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CONNECTED WITH ALL RAILROADS IN  
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WE MOVE EVERYTHING.  
ALL KINDS OF TEAMING.

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Unsurpassed facilities for Storing,  
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OF FURNITURE & PIANOS.  
GENERAL HAULING.**

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**LIGHT AND HEAVY TRUCKING, STORAGE,  
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for pianos, safes, etc., strongest,  
simplest and most efficient.

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Offices, 183-185 Orange St., 25 Union St.,  
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**Best of Facilities for Moving Furni-  
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STORAGE WAREHOUSE.

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**Piano and Furniture Packer,  
Mover and Shipper.**  
Safe Mover.  
Freight and Baggage Transfer.  
STORAGE.

**NEW YORK, N. Y.****The Meade Transfer Co.**

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Transfer Agents of the  
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General Office, 1150 Penn Ave.  
Packers, Movers, Storers and Shippers of Works  
of Art, Furniture and Household Goods.

**TRANSFER COMPANIES' DIRECTORY.—Continued.**

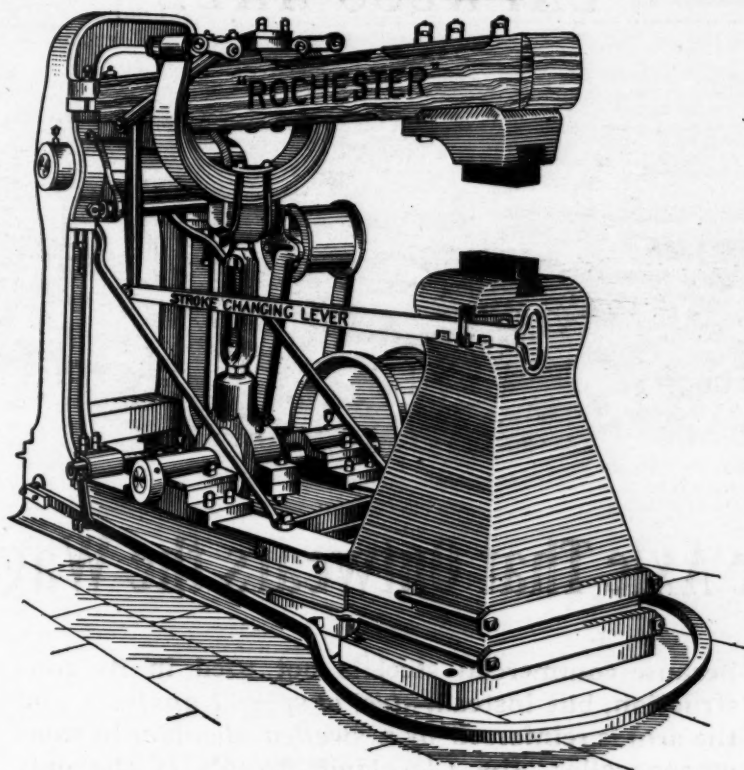
<b>PITTSBURGH, PA.</b> <b>Weber Express &amp; Storage Co.</b> 4620 Henry Street, Moving, Packing and Storing of Furniture and Pianos. General Hauling.	<b>SAN ANTONIA, TEX.</b> <b>HENRY C. RIPS,</b> 304 EAST SIDE ALAMO PLAZA. Piano, Furniture Moving, Packing, Storing; Correspondence Solicited.	How
<b>PITTSBURGH, PA.</b> <b>Blanck's Transfer &amp; Storage Co.</b> MOVING, PACKING AND STORING BAGGAGE & FREIGHT DELIVERY Carriages and Coupes for Weddings, Receptions, Parties, &c. Bell Phones, 2285 & 169 Hiland P. & A. 169 East OFFICE, 6344 PENN AVENUE, E. E.	<b>SCRANTON, PA.</b> <b>G. W. Brown</b> Office: Lackawanna and Cliff Streets, <b>DRAYMAN AND RIDDER.</b> Largest and Most Complete Warehouse in N. E. Pennsylvania. STORING, TRANSFERRING AND FORWARDING	About
<b>PITTSBURGH, PA.</b> <b>SHIELDS</b> <b>Transfer &amp; Storage Co.</b> General Office, 4759 Liberty Avenue, Packers, Movers, Storers and Shippers of Furniture, Pianos and all classes of Household Goods.	<b>ST. LOUIS, MO.</b> <b>COLUMBIA TRANSFER CO..</b> Special attention given to the distribution of car load freight. Depots: St. Louis, Mo., & East St. Louis, Ill.	Your
<b>PITTSBURGH, PA.</b> 818 W. Diamond St., North Side. <b>J. O'NEIL</b> <b>Express and Storage,</b> Unsurpassed Facilities for Storing, Handling, Transferring and Forwarding Goods.	<b>ST. LOUIS, MO.</b> <b>ST. LOUIS</b> <b>Transfer Company,</b> 400 South Broadway, Agents for All Railroads Terminating at East St. Louis and St. Louis,	Card
<b>PITTSBURGH, PA.</b> <b>SHERRY TRANSFER</b> <b>MOVING &amp; GENERAL HAULING</b> Office 945 Penn Avenue, <b>J. T. SHERRY.</b>	<b>TRENTON, N. J.</b> <b>Petry's Express and Delivery</b> <b>HEAVY TRUCKING.</b> Piano and Furniture Moving, Baggage Transferred and Delivered. Light Delivery Work and Distributing a specialty. Office: 320 E. State St. L. D. Phone. 451	For
<b>PORTLAND, MAINE.</b> <b>CHASE TRANSFER CO.</b> <b>GENERAL FORWARDING AGENTS</b> Eastern Steamship Co., Maine Steamship Co., Grand Trunk Ry. Special attention to Carload Consignment. <b>FRANKLIN WHARF,</b>	<b>YORK, PA.</b> <b>HENRY HURST'S</b> <b>Drayline</b> <b>All Kinds of Hauling on Short Notice</b> 122½ North George Street.	Next
<b>PORTLAND, ORE.</b> <b>NORTHWESTERN TRANSFER</b> <b>COMPANY,</b> 45 First Street, <b>General Forwarding Agents,</b> Special Attention Given To Pool Cars.		Month's
<b>ROCKFORD, ILL.</b> <b>Red Line Transfer &amp; Storage.</b> M. H. LORDEN, Prop. We Store, Pack and Ship Household Goods on Short Notice. Pianos a Specialty. Local Agents of the American Forwarding Co. OFFICE: WAREHOUSE: 318 S. Main St. 206-214 N. Water St.		Issue ?

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THE TEAM OWNERS REVIEW.

# Rochester Helve Hammer

MADE IN SIX SIZES.



No Transfer or Carting Company operating a repair blacksmith shop can afford to do without one of these hammers.

Besides doing ordinary forging and drawing work, will weld tires, weld axles and handle a variety of work impossible to do under hammers of other makes.

Can be fitted with dies for making special shapes same as drop forge work.

Will pay for itself quickly in time and wages saved.

Cut shows large hammer with dies set lengthways of helve. When hammer is to be used for doing all kinds of general forging and also for welding tires, it makes a good combination to have the regular drawing or forging dies set crossways of the helve, and the welding dies set lengthways of helve. If you are considering the purchase of a power hammer we will be glad to send descriptive booklet free.

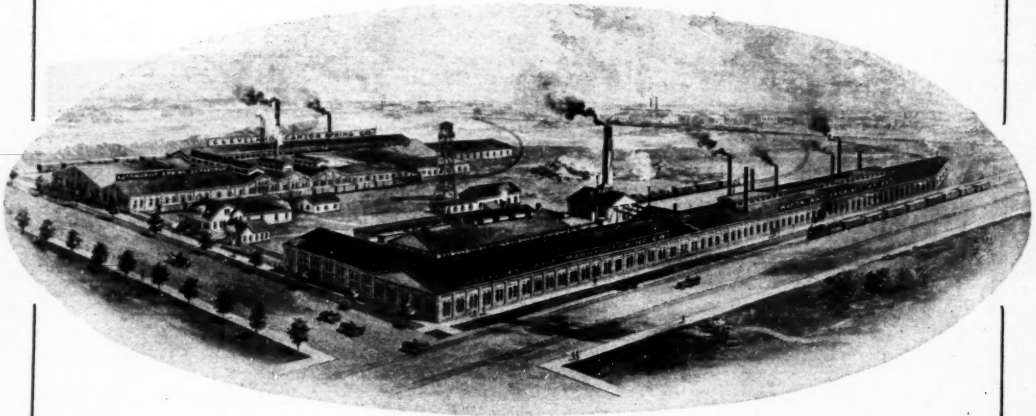
**The West Tire Setter Company,**  
ROCHESTER, N. Y.

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THE TEAM OWNERS REVIEW.

Where the { **No. 6 $\frac{1}{2}$  CONCORD  
EXPRESS AXLE** } is made



## “The Axle That Outwears the Wagon”

Because commercial steel is not used in its construction, but instead, *steel of special analysis*, and the arm is reinforced by a *swelled shoulder* in front of the collar, the *Cleveland No. 6 $\frac{1}{2}$*  is the only *Concord Axle* with this improvement—also because sand and grit is prevented from reaching the arm by means of sand grooves.

Will be pleased to give any further particulars desired about this axle that has so many exclusive features.

Manufactured Exclusively By

**CLEVELAND AXLE MFG. CO.**  
CANTON, OHIO.